HIGHWAY NEEDS IN THE SANTA ROSA, CA, REGION

(99-27)

HEARING

BEFORE THE

SUBCOMMITTEE ON SURFACE TRANSPORTATION

OF THE

COMMITTEE ON
PUBLIC WORKS AND TRANSPORTATION
HOUSE OF REPRESENTATIVES

NINETY-NINTH CONGRESS

FIRST SESSION

AUGUST 8, 1985 AT SANTA ROSA, CA

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HIGHWAY NEEDS IN THE SANTA ROSA, CA, REGION

THURSDAY, AUGUST 8, 1985

House of Representatives,
Subcommittee on Surface Transportation,
Committee on Public Works and Transportation,
Santa Rosa, CA.

The subcommittee met, pursuant to notice, at 10:40 a.m., in Hall of Administration, Sonoma Board of Supervisors Chambers, 575 Administration Drive, Santa Rosa, CA, Hon. Glenn M. Anderson (chairman of the subcommittee) presiding.

Present: Representatives Anderson and Bosco.

Mr. **Anderson**. The meeting of the subcommittee will come to order.

And before I start the meeting and hear from our witnesses, I want to introduce the people who are here with me. I, of course, don't have to tell you who Doug Bosco is. He's on my right here. I'll tell you more about him later.

To my left is Doug Ham, the minority counsel in Washington. We identify him with Bud Shuster, who is the ranking minority member on the subcommittee.

And, of course, Paul Schlesinger is the professional staffer of the subcommittee, and my right and left arm.

And then Ken House, professional staff member of the full committee.

We're also going to have some local dignitaries appearing before the committee, and just so you won't feel you have to tell me all about Sonoma County, and this region, I thought I might take 1 minute or 2 or 3, if you don't mind, to reminisce a little bit. It was kind of fun today to drive up to this great part of California. I was for many years on the board of trustees of the California State College System. I was on the site selection committee, and thus was one of those who helped select the Sonoma County site. I was here for the dedication. So I have a little tie in with you on that.

And another time—and I often want to forget this one—I was invited to cut the ribbon at the opening of the Santa Rosa Airport, and I didn't know really what they meant by cutting the ribbon—I'd cut lots of ribbons—and I accepted it. Then I found we had to cut it by airplane. They had the ribbon stretched across the airport runway, and though I say it was 4 feet above the ground—they tell me it was a little bit more than that—but we had to come down with a power dive into that airport runway and cut that ribbon at what seemed like 500 miles an hour—it was probably more like

100—but you know there were just two of us, a little two seater, that we were in. In each airplane there's a little place where you hang on, a little metal strap. Well, when we landed, when we went down through the ribbon in that plane, I had the strap in my hand. I'd pulled it off the ceiling. That's now how I think of ribbon cutting. Since then, whenever I've been asked to cut ribbons, I always ask what kind of ribbon cutting it is before I agree. So I do have a little relationship with your airport here.

Now, I was asking somebody a moment ago if he remembered the wrist wrestler at Petaluma, and he couldn't remember his name, but I do. His name was Bill Sobranes. I was down there at one of his first contests challenging or testing with him. In those days they took anybody in the contest, so I was at Petaluma on that.

And I have one disappointment. Some years back my wife was asked to dedicate the New Sabella's—I think it was at Corte Madera. I was looking for it on the way up this morning, and missed it. She dedicated it from the deck of a big red fire truck.

So wherever we drive here in this area we see things that we're close to. I recall one day our oldest son was driving with us and I had a California Highway Patrolman driver—I was Lieutenant Governor at the time, and our son was about 11, or somewhere in there—I guess almost 12—and he said, "Dad, I know what the mother has to do when you have a baby," but, he said, "what does the father do?" And, of course, the highway patrolman—got big grin on his face, and I felt then that we'd better put our son someplace where he could learn more about this.

So we tried to get him someplace on a ranch or a farm, and we wound up at George and Hazel Orr's ranch up at the top of Sonoma Mountain Road, 5030 Sonoma Mountain Road, I think it was, and that's where our son, Happy, learned all about it. He showed his first calf at the County Fair at Calistoga, and he won first prize with a calf from George Orr's ranch, and so he got to know all about that side of life.

And, of course, our son who we had up there working in Sonoma Mountain is now a successful attorney in Long Beach, CA. So time marches on.

I wanted you to know that I know a little bit about this part of the State, and I also want to say something about your Congressman here. He does an excellent job. He didn't have to twist my arm very much to get me to come up here because I really wanted to come and see some of these things again. But he certainly told us about this project, and he's told us about your needs. I guess, from almost the Oregon Border on down. He's on our Public Works Committee, and has been very effective on your behalf on problems from Oregon to San Francisco. He's been very consistent and very persistent in presenting your cause, and I must say you're very fortunate having him represent you. I might say even more that California is very fortunate to have Doug Bosco as a representative from this district.

And because I feel it's important to get away from Washington, and the lobbyists, and trade associations, we hear from there, and get out around the country to hear from people, and the communities that are really impacted by what we do when we pass our laws, Doug was the one who said—made an opening for us to come here and see first hand what this project is that you have.

Now, we do know a little bit about it. I know you people refer to it as various things, whether it's Stoney Point, or what, but in Washington we refer to it as the Bosco bypass. [Laughter.]

He doesn't say that—he doesn't say it, but we say it.

Anyway, I do want to commend Doug for what he's doing. I think maybe with that, unless, Doug, you want to defend yourself, we would——

Mr. Bosco. Let me make just one remark.

All I want to do, Mr. Chairman, is to welcome you on behalf of all the people of the Redwood Empire. We're very honored that you have come out to listen to us today, especially given that this is the congressional recess, and I know there are things you could be doing with your wife and family that might be a little more enjoyable for you. But we do appreciate you being here.

Glenn has more so, I think, than anybody else in our State been concerned with the infrastructure, although everyone in business knows that you need to have a factory, or business machines, or office buildings to operate. Sometimes we forget that the public needs capital improvements as well. That everything that we do in commerce is dependent upon our roads, and our bridges, and harbors, and airports, and sewer and water systems, and those are the kinds of things that a lot of the public doesn't understand how they get built, or who has to work to get them built, but, nevertheless, people like Glenn are the ones working behind the scenes all the time while Congress is in session, and even during the recess to make those things happen.

And I know a lot of you are in that same pursuit as well. It isn't the kind of thing where they oftentimes build monuments in the parks for you, but I like to think that those of us on the public works side of things, those of us that are concerned with this great infrastructure problem that our country confronts daily, that we are doing the public a great service.

Mr. Chairman, I just finished a trip up to Eureka. We purposely took it by car so I could take another look at the roads, and I can tell you that Highway 101 is in great need of change and repair. It oftentimes goes down to a two lane—seems like a cowpath, with very heavy logging trucks competing with tourists and other motorists who oftentimes are distracted from what otherwise would be the enjoyment of this beautiful region, but terrible roads. Each winter we have major landslides, not the kinds of things that Cal-Trans can clear in an hour or two, but sometimes things that close that road for 2 or 3 weeks at a time. This is dangerous. It's not a good thing for our State.

Down here in Sonoma County if you were to be here not as long ago as you were, but just 5 years ago, you would find a fairly quiet, modest, typical American town. Now we have a bustling metropolis on our hands. People coming in, thousands of them, every month to settle here, and our roads simply are not able to accommodate that influx of people.

Highway 101, none of us have ever known gridlock in this part of the country. Sometimes when we go down to visit Disneyland, or the southern part of the State, we'd see what it's like. Now we've got it on our hands here.

So those are the kinds of the things that we'll be talking about today. Hopefully those are the things that we can do something about when we return to Washington.

Mr. Anderson, as you all know, was the Lieutenant Governor of our State for two terms back when they used to reelect people to public office. He's been in the Congress since 1968, but he started out at age 27 as the mayor of Hawthorne, and that was in the year 1940. So he has had a lot of experience in public service, and, Mr. Chairman, we're very honored to have you here today.

Mr. ANDERSON. Thank you, Doug, for your remarks, and I know the witnesses here—I may have implied that we were just here on the Bosco bypass. We're not. We're here to hear about things all the way on 101 to the northern part of the State. So don't feel that I'm limiting any testimony or witnesses that way.

Our first witness will be Helen Rudee, the Sonoma County Board of Supervisors. And she is the chair of supervisors.

I've already read some of the letters that you sent to Congressman Bosco. You may proceed.

TESTIMONY OF HELEN RUDEE, CHAIR, SONOMA COUNTY BOARD OF SUPERVISORS, ACCOMPANIED BY DON HEAD, DIRECTOR, PUBLIC WORKS DEPARTMENT; JOHN DUGAN, DIRECTOR OF PLANNING; AND DAVID KNIGHT, TRANSIT SYSTEMS MANAGER, SONOMA COUNTY TRANSIT SYSTEMS

Ms. RUDEE. Thank you very much, Mr. Anderson. Yes, I welcome you to our community, and from your words I hear that you are familiar with our community, and I appreciate this.

Mr. Chairman, and Congressman Bosco, my name is Helen Rudee, and I serve as the chair of the board of supervisors of Sonoma County.

I'd like to thank you first for taking the time out of your busy schedules to consider the transportation needs of northwestern California. And on behalf of the board of supervisors, and the people of Sonoma County, I extend our warmest welcome to you, and to our other guests who are here today from throughout this region to address a most pressing problem; that is, transportation.

Having just finished our own budget process, and knowing that you at the Federal level are dealing with fiscal constraints of great magnitude, we are especially pleased and honored, Mr. Chairman, that you chose to spend a part of your recess time away from your own district to personally consider some of the needs of this community.

I would also like to thank our Congressman Doug Bosco and his staff for their efforts in providing us with what is certainly a special opportunity for direct input, given the scope of your committee's purview. And I appreciate your words regarding the comprehensive review of the many needs, the structure it supports, in this busy, bustling community.

With me this morning to my right is Don Head. Don Head is the director of the public works department, and has placed on the wall here a small map that indicates Stony Point Road, and some of the work that we have done on it.

You may have that map when you leave, if you need to. I realize it's too small for you to see from here, but it does with our colors give some indication of the work that has been done.

Mr. Chairman, I'd be glad to respond to any questions you have regarding that.

Sitting to my left is John Dugan, who is the director of planning, and if there are questions regarding our general plan, and how Stony Point Road fits into our general plan, then Mr. Dugan will be happy to respond.

Also with us is David Knight, who is the transit systems manager of the Sonoma County Transit Systems, and he can respond to questions regarding our county transit system.

Today you will be hearing from a number of people regarding the crucial needs of our roads and highways. The importance of this issue is exemplified in the 1985 bay area poll, an annual survey of bay area residents. For the second year in a row transportation ranks as the No. 1 problem facing the region. This year 28 percent of the respondents considered transportation the most important regional problem compared to just 8 percent in 1982. This poll is included in the packet that we have provided for you at your desk, including my remarks here today.

The regional problem includes the Highway 101 corridor extending 71 miles from San Francisco to Healdsburg in Sonoma County. In the Sonoma County portion of the corridor from Santa Rosa south, traffic is experiencing C and D levels of service. This is 42 to 47 miles per hour traffic flow, and level F, stop and go, or less than 30 miles per hour during our peak travel hours.

Traffic projections indicate that levels of service will continue to decline over the length of the corridor if highway capacities are not expanded in some way.

Since 1970 various local and regional bodies have conducted 30 studies addressing various aspects of the 101 corridor. On January 12, 1984 the 23-member 101 Corridor Action Committee, composed of elected officials from the participating jurisdictions, and representation from special purpose districts, regional agencies, and State Department of Transportation, began work on a comprehensive effort to improve the corridor through the year 2004 and beyond.

As Sonoma County's representative to the 101 committee, I am pleased to report that after 15 years of fragmented approaches to a regional problem, we have reached consensus on a number of concrete proposals that can be implemented incrementally to achieve this goal.

The Highway 101 corridor plan and program preferred alternative proposes a number of specific solutions, including expansion of Highway 101, improvement of alternative routes, and increased use of various modes of multipassenger transit.

Sonoma County's specific funding request, for the improvement of Stony Point Road, represents an opportunity to demonstrate the cost effectiveness of traffic diversion programs in comparison with continued costly expansion of a single freeway. Today I want to be specific. I will speak only to the merits of our request for the improvement of Stony Point Road, and, in particular, Stony Point Road as a north-south reliever road for Highway 101.

The improvement of the Stony Point Road parallel route has been an important part of our transportation plan since its inclusion in the circulation and transit elements of our general plan, which was adopted in 1978. In our general plan we made the decision to support development of parallel routes to supplement freeway expansion.

The advantages of the parallel route option for Sonoma County, I believe, are several. One, 84 percent of Sonoma County's daily commuter travel occurs within the county. We believe, therefore, that alternative intracounty routes can remove a significant number of drivers from 101 at lower cost.

Two, the parallel arterial approach is likely to be a very cost-effective solution to a needed expansion of the corridor capacity.

Highway 101 was originally designed as a rural freeway. Expansion would necessitate reconstruction of numerous interchanges; some additional bridges and overpass construction may be required. Cost per mile, and cost per passenger mile, are likely to be less on a parallel arterial, such as Stony Point Road.

Three, the arterial would provide a much needed escape valve for 101 traffic. For up to 6 hours per day this portion of 101 is extremely congested. In the event of a natural disaster, or serious accident, parallel arterials can provide relief.

For example, Highway 101 is carrying an increasing number of trucks hauling hazardous materials. Arterials can keep the traffic flowing in the event of a spill that closes 101 in this area.

In order to meet the challenges posed in the 101 corridor, Sonoma County has already made a substantial investment in the Stony Point Road project, and plans to continue to support it.

Stony Point Road is 12.63 miles in length. Sonoma County has improved 3.26 miles of that 12.63 mile road to the required standards at a cost of $1,989,000. This is 26 percent of the project.

Sonoma County has authorized the department of public works to proceed with a plan line for the project at a cost of $20,000.

We have committed the department of public works to engineer the plans, write plan specifications, and administer the contract.

We also plan to absorb the right-of-way cost for the project.

In conclusion, I would emphasize the importance of Highway 101 as a major transportation corridor, not just for the north coast region, but for the entire West Coast. Many variables, including unique geographic characteristics, mandate different transportation solutions for places like our neighboring counties. We believe that the proposed improvements to Stony Point Road is an important element in the transportation solution for Sonoma County within the 101 corridor.

And I ask for you to continue your financial support of $10.5 million for this particular project. We are not offering a panacea for the corridor, or even an ultimate solution for Sonoma County. Federal and State support is still, and will continue to be, a vital necessity.

We do believe, however, the Stony Point project can demonstrate the effectiveness of a parallel route approach.

I thank you again on behalf of Sonoma County for coming here today, and I would also before I finish like to recognize the important needs of the others who are here to present testimony. I'm proud to have worked with them, and I look forward to continuing the cooperative relationship that with the necessary financial support—leads to more permanent solutions.

Thank you very much, Mr. Anderson, Mr. Bosco, and if there are any questions our staff is here to accommodate those questions.

Mr. ANDERSON. I think it might help me, Mr. Head—if you could show us on the map where the 12.63 miles is, and where the 3.26 miles is?

And also you might tell me what the blue line means from the red, and so on, on the map.

Mr. HEAD. This is 101.

Mr. ANDERSON. About how far is that from 101?

Mr. HEAD. About a mile and a half west of 101.

Mr. ANDERSON. About 1½ miles separate the two.

Mr. HEAD. Yes; and this is 101. Stony Point parallels it from the—city limits to Petaluma on Highway 101. It goes up and intersects the highway west of Santa Rosa, so we have a route that is parallel to 101.

The colors that we have on the map—the total length is some 12.63 miles.

Mr. ANDERSON. Is that whole map 12.63?

Mr. HEAD. Yes, and highway—well, that's it; 12.63 miles—which is shown on this drawing over here.

Mr. ANDERSON. You indicate you've already spent almost $2 million, $1.58 million already. Is that the portion you're talking about up there in the black?

Mr. HEAD. We have several portions that we've done. One is from Highway 12 southerly we finished. And also intersects Highway 116 about the middle of the project. We've constructed this portion, and about halfway to Petaluma we constructed two intersections down here to the—and then a cooperative project with the city of Petaluma goes from essentially 101 northerly for about half a mile.

So the black section, one, two, three, four, we have completed to the Federal Center. That represents 3.26 miles, or 26 percent of the route.

The other colors are the improvements that we're requesting, and we have divided into four sections each approximately 2½ miles long.

Mr. ANDERSON. Now, the $10½ million, that would be provided by the Bosco project. What would that be?

Mr. HEAD. It would be all four projects.

Mr. ANDERSON. All four projects. So that total would be complete what we see there?

Mr. HEAD. Complete road, two lane, Federal Center.

Mr. ANDERSON. So the total 12.63 miles then?

Mr. HEAD. Yes.

Mr. ANDERSON. And would that be carrying the same kind of traffic, trucks, and everything else? Would they be the same as far as use would be concerned?

In other words, I guess what I'm wanting to know is what kind of standard would it be built to? Would it be the same kind of highway?

Mr. **Head**. Well, yes, we would design the road, the geometrics, for a two lane Federal secondary, 40 feet wide, and the structure would be adequate to take truck traffic. And a lot of the truckers would like to use this route; however, it's not structurally adequate. There are a number of potholes, and there's some other problems, especially in this area in here.

So we would go with a traffic index sufficient to accomodate truck traffic.

That's the black portions. That's the way this section is built to accommodate the truck traffic, the structural section adequate for the trucks, and we would continue that on routing traffic.

Mr. **Anderson**. Mr. Bosco, are there any questions you'd like to ask him?

Mr. **Bosco**. Thank you, Mr. Chairman. The only question I have is will this road be constructed in such a way that it can be expanded in the future to a four lane highway, or will the county buy the necessary right-of-way to do that also?

Mr. **Head**. Yes, we're recommending that we—in those places where we can acquire the right-of-way reasonably that we would acquire four lanes. We're recommending 86 feet, which is sufficient for four lanes.

We would like to do a combination of two things. One is to put on a setback—build a setback line which would protect that 86-foot corridor, and when we go to buy the right-of-way, replace the—to do so we would buy it now so it will be protected from construction.

Mr. **Bosco**. Thank you.

Mr. **Anderson**. Thank you, Ms. Rudee. Unless there's something more the others need to add, we thank you very much for your presentation.

Ms. **Rudee**. You're very welcome.

Mr. **Bosco**. I can only say, Mr. Chairman, Helen Rudee and I worked together on a number of projects. She has been in the middle of trying to settle water disputes between Humboldt, Mendocino, and Sonoma Counties, and if she does as good a job on settling our transportation problems I think we'll all be very fortunate.

Ms. **Rudee**. Thank you, Doug. Thank you, Mr. Chairman.

Mr. **Anderson**. Thank you very much, Ms. Rudee.

[Ms. Rudee's prepared statement follows:]

TESTIMONY OF
SUPERVISOR HELEN B. RUDEE
CHAIR, SONOMA COUNTY BOARD OF SUPERVISORS
TO THE
SURFACE TRANSPORTATION SUBCOMMITTEE
OF THE
HOUSE PUBLIC WORKS AND TRANSPORTATION COMMITTEE
REPRESENTATIVE GLENN M. ANDERSON, CHAIRMAN

AUGUST 8, 1985
SANTA ROSA, CALIFORNIA

THE 1985 FEDERAL AID TO HIGHWAYS BILL AND SONOMA COUNTY

SCOPE OF THE PROBLEM

TODAY YOU WILL BE HEARING FROM A NUMBER OF PEOPLE REGARDING THE CRUCIAL NEEDS OF OUR ROADS AND HIGHWAYS. THE IMPORTANCE OF THIS ISSUE IS EXEMPLIFIED IN THE 1985 BAY AREA POLL, AND ANNUAL SURVEY OF BAY AREA RESIDENTS. "FOR THE SECOND YEAR IN A ROW, TRANSPORTATION RANKS AS THE NUMBER-ONE PROBLEM FACING THE REGION (BAY AREA POLL, APRIL 1985.)" THIS YEAR 28% OF RESPONDENTS CONSIDERED TRANSPORTATION THE MOST IMPORTANT REGIONAL PROBLEM, COMPARED TO JUST 3% IN 1982.

THAT REGIONAL PROBLEM INCLUDES THE HIGHWAY 101 CORRIDOR EXTENDING 71 MILES FROM SAN FRANCISCO TO HEALDSBURG IN SONOMA COUNTY. IN THE SONOMA COUNTY PORTION OF THE CORRIDOR, FROM SANTA ROSA, SOUTH, TRAFFIC IS EXPERIENCING C AND D LEVELS OF SERVICE (42 TO 47 MILES PER HOUR TRAFFIC FLOW) AND LEVEL F (STOP AND GO - LESS THAN 30 MILES PER HOUR) DURING PEAK TRAVEL HOURS. TRAFFIC PROJECTIONS INDICATE THAT LEVELS OF SERVICE WILL CONTINUE TO DECLINE OVER THE LENGTH OF THE CORRIDOR IF HIGHWAY CAPACITIES ARE NOT EXPANDED.

LOCAL ACTION TO ADDRESS THE NEED

SINCE 1970 VARIOUS LOCAL AND REGIONAL BODIES HAVE CONDUCTED 30 STUDIES ADDRESSING VARIOUS ASPECTS OF THE 101 CORRIDOR. ON JANUARY 12, 1984 THE 23-MEMBER 101 ACTION COMMITTEE, COMPOSED OF

ELECTED OFFICIALS FROM THE PARTICIPATING JURISDICTIONS AND REPRESENTATION FROM SPECIAL PURPOSE DISTRICTS, REGIONAL AGENCIES AND THE STATE DEPARTMENT OF TRANSPORTATION BEGAN WORK ON A COMPREHENSIVE EFFORT TO IMPROVE THE CORRIDOR THROUGH THE YEAR 2004 AND BEYOND.

AS SONOMA COUNTY'S REPRESENTATIVE TO THE 101 COMMITTEE I AM PLEASED TO REPORT THAT AFTER 15 YEARS OF FRAGMENTED APPROACHES TO A REGIONAL PROBLEM WE HAVE REACHED CONSENSUS ON A NUMBER OF CONCRETE PROPOSALS THAT CAN BE IMPLEMENTED INCREMENTALLY TO ACHIEVE THIS GOAL.

PROPOSED SOLUTIONS

THE HIGHWAY 101 CORRIDOR PLAN AND PROGRAM PREFERRED ALTERNATIVE PROPOSES A NUMBER OF SPECIFIC SOLUTIONS INCLUDING EXPANSION OF HIGHWAY 101, IMPROVEMENT OF ALTERNATIVE ROUTES AND INCREASED USE OF VARIOUS MODES OF MULTI-PASSENGER TRANSIT. SONOMA COUNTY'S SPECIFIC FUNDING REQUEST FOR THE IMPROVEMENT OF STONY POINT ROAD REPRESENTS AN OPPORTUNITY TO DEMONSTRATE THE COST-EFFECTIVENESS OF TRAFFIC DIVERSION PROGRAMS IN COMPARISON WITH CONTINUED, COSTLY EXPANSIONS OF A SINGLE FREEWAY.

I WANT TO BE SPECIFIC TODAY AND SPEAK ONLY TO THE MERITS OF OUR REQUEST FOR THE IMPROVEMENT OF STONY POINT ROAD, AND IN PARTICULAR STONY POINT ROAD AS A NORTH-SOUTH RELIEVER ROAD FOR HIGHWAY 101.

THE IMPROVEMENT OF THE STONY POINT ROAD PARALLEL ROUTE HAS BEEN AN IMPORTANT PART OF OUR TRANSPORTATION PLANNING SINCE ITS INCLUSION IN THE CIRCULATION AND TRANSIT ELEMENT OF OUR GENERAL PLAN, ADOPTED IN 1973. IN OUR GENERAL PLAN WE MADE THE DECISION TO SUPPORT DEVELOPMENT OF PARALLEL ROUTES TO SUPPLEMENT FREEWAY EXPANSION.

ADVANTAGES OF THE PARALLEL ROUTE OPTION FOR SONOMA COUNTY

1) 84% OF SONOMA COUNTY'S DAILY COMMUTER TRAVEL OCCURS WITHIN THE COUNTY, WE BELIEVE, THEREFORE, THAT ALTERNATIVE INTRA-COUNTY ROUTES CAN REMOVE A SIGNIFICANT NUMBER OF DRIVERS FROM 101 AT A LOWER COST.

2) THE PARALLEL ARTERIAL APPROACH IS LIKELY TO BE A VERY COST-EFFECTIVE SOLUTION TO IMMEDIATE EXPANSION OF CORRIDOR CAPACITY. HIGHWAY 101 WAS ORIGINALLY DESIGNED AS A "RURAL FREEWAY." EXPANSION WOULD NECESSITATE RECONSTRUCTION OF NUMEROUS INTERCHANGES. SOME ADDITIONAL BRIDGE AND OVERPASS CONSTRUCTION MAY BE REQUIRED. COSTS PER MILE AND COSTS PER PASSENGER-MILE ARE LIKELY TO BE LESS ON PARALLEL ARTERIALS.

3) THE ARTERIAL WOULD PROVIDE A MUCH NEEDED "ESCAPE VALVE" FOR 101 TRAFFIC.

FOR UP TO SIX HOURS PER DAY THIS PORTION OF 101 IS EXTREMELY CONGESTED. IN THE EVENT OF A NATURAL DISASTER OR SERIOUS ACCIDENT PARALLEL ARTERIALS CAN PROVIDE RELIEF, FOR EXAMPLE: HIGHWAY 101 IS CARRYING AN INCREASING NUMBER OF TRUCKS HAULING HAZARDOUS MATERIALS. ARTERIALS CAN KEEP THE TRAFFIC FLOWING IN THE EVENT OF A SPILL THAT CLOSES 101.

4) IN ORDER TO MEET THE CHALLENGES POSED IN THE 101 CORRIDOR, SONOMA COUNTY HAS ALREADY MADE A SUBSTANTIAL INVESTMENT IN THE STONY POINT ROAD PROJECT AND PLANS TO CONTINUE TO SUPPORT IT.

STONY POINT ROAD IS 12.63 MILES IN LENGTH.
SONOMA COUNTY HAS:

A. IMPROVED 3.26 MILES OF THE 12.63 MILE ROAD TO THE REQUIRED STANDARDS AT A COST OF $1,989,000.00. - 26% of the project cost

B. AUTHORIZED THE DEPARTMENT OF PUBLIC WORKS TO PROVEED WITH THE PLAN-LINE STUDY FOR THE PROJECT AT A COST OF $20,000.

C. COMMITTED THE DEPARTMENT OF PUBLIC WORKS TO ENGINEER THE PLANS, WRITE PLAN SPECIFICATIONS AND ADMINISTER THE CONTRACT.

D. WE ALSO PLAN TO ABSORB THE RIGHT OF WAY COSTS FOR THE PROJECT.

IN CONCLUSION I WOULD EMPHASIZE THE IMPORTANCE OF HIGHWAY 101 AS A MAJOR TRANSPORTATION CORRIDOR, NOT JUST FOR THE NORTH COAST REGION, BUT FOR THE ENTIRE WEST COAST. MANY VARIABLES, INCLUDING UNIQUE GEOGRAPHIC CHARACTERISTICS, MANDATE DIFFERENT TRANSPORTATION SOLUTIONS FOR PLACES LIKE OUR NEIGHBORING COUNTY, MARIN. WE BELIEVE THE PROPOSED IMPROVEMENTS TO STONY POINT ROAD IS AN IMPORTANT ELEMENT OF THE TRANSPORTATION SOLUTION FOR SONOMA COUNTY.

WE ARE NOT OFFERING A PANACEA FOR THE 101 CORRIDOR, OR EVEN AN ULTIMATE SOLUTION FOR SONOMA COUNTY.. FEDERAL AND STATE FINANCIAL SUPPORT IS STILL, AND WILL CONTINUE TO BE, A VITAL NECESSITY. WE DO

BELIEVE THE STONY POINT PROJECT CAN DEMONSTRATE THE EFFECTIVENESS OF A PARALLEL ROUTE APPROACH. I THANK YOU AGAIN ON BEHALF OF SONOMA COUNTY FOR COMING HERE TODAY AND I WOULD ALSO, BEFORE I FINISH, LIKE TO RECOGNIZE THE IMPORTANT NEEDS OF THE OTHERS WHO ARE HERE TO PRESENT TESTIMONY (OPEN TESTIMONY). I AM PROUD TO HAVE WORKED WITH THEM AND I LOOK FORWARD TO CONTINUING A COOPERATIVE RELATIONSHIP THAT _ WITH THE NECESSARY FINANCIAL SUPPORT LEADS TO MORE PERMANENT SOLUTIONS.

DH:ga/05 #:.1

THE WITHIN INSTRUMENT IS A CORRECT
COPY OF THE ORIGINAL ON FILE IN
THIS OFFICE.

ATTEST 1985

EEVE T. LEWIS, County Clerk &
ex-officio Clerk of the Board of Supervisors
[illegible]
of Sonoma. By J. Harkins Deputy

RESOLUTION NO. 85-1129

County of Sonoma
Santa Rosa, CA 95401

May 29, 1985

RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF SONOMA REQUESTING THAT CONGRESSMAN DOUG BOSCO ATTEMPT TO OBTAIN A SPECIAL APPROPRIATION TO IMPROVE STONY POINT ROAD BETWEEN HIGHWAY 12 AND PETALUMA BOULEVARD NORTH.

WHEREAS, Sonoma County is experiencing rapid growth and traffic congestion on the Highway 101 corridor between Santa Rosa and Petaluma, and

WHEREAS, Highway 101 traffic is experiencing C and D levels of service (ie, 42 to 47 miles per hour traffic flow) with level F (ie, stop and go traffic of less than 30 miles per hour) at peak times of the day, while the roadway has a design speed of 60 miles per hour, and

WHEREAS, the adopted County General Plan identifies the need to improve Stony Point Road from Hearn Avenue to Petaluma Boulevard North as a parallel route to Highway 101 to relieve congestion on Highway 101, and

WHEREAS, the EIR for the proposed Rohnert Park Expressway identifies the improvement of Stony Point Road as a necessary mitigation measure to accommodate traffic movement on Stony Point Road and reduce congestion on Highway 101, and

WHEREAS, the Highway 101 corridor Plan and Program calls for the improvement of Stony Point Road from Hearn Avenue to Petaluma Boulevard North over the next one to three years, which would create a north-south reliever for Highway 101, and

WHEREAS, the Public Works Department has prepared a report outlining a timetable together with the estimated cost to improve Stony Point Road in four stages at an estimated total cost of $10.5 million dollars (copy attached), and

WHEREAS, existing funding programs and budgets do not provide adequate funding support for Stony Point Road due to pressing demands for maintenance, storm damage repair, and the inability to generate the large sums required for this project.

NOW THEREFORE BE IT RESOLVED, the County of Sonoma does hereby request that Congressman Doug Bosco, as our area's Federal representative, seek funding assistance for this project through a special Federal appropriation.

Supervisors:

Nicholas Aye Harberson Absent Esposti Aye Carpenter Aye Rudee Aye

Ayes 4 Noes 0 Abstain 0 Absent 1

SO ORDERED.

DBH

COUNTY OF SONOMA
DEPARTMENT OF PUBLIC WORKS
117A ADMINISTRATION BUILDING
575 ADMINISTRATION DRIVE
SANTA ROSA, CALIFORNIA 95401

DONALD B. HEAD
DIRECTOR OF PUBLIC WORKS

AREA CODE (707)
ROADS - - - - 527-2231
TRANSPORTATION 527-2231
SANITATION - 527-2351
REFUSE - - - - 527-2974
WASTEWATER
OPERATIONS - - 527-2351

May 9, 1985

The Honorable Douglas Bosco
House Office Building
Washington, D.C. 20515

ATTENTION: Mitch Stogner

Dear Mr. Stogner:

As requested, we are providing the following information.

Stony Point Road will be reconstructed to 40 feet wide (see Attachment "A"). The county will absorb the cost of design and right of way. The road would be reconstructed in four phases in the following manner.

Project #1 P.M. 22.90-25.30 2.4 miles
Completion Year - 1987 Cost: 2.5 million

Project #2 P.M. 22.90-20.5 2.4 miles
Completion Year - 1988 Cost: 2.6 million

Project #3 P.M. 20. -20.5 .5 miles
P.M. 13.20-14.66 1.46 miles
Completion Year - 1989 Cost: 2.5 million

Project #4 P.M. 10.32-12.93 2.61 miles
Completion Year - 1990 Cost: 2.8 million

TOTAL LENGTH 9.37 miles TOTAL COST: 10.5 million

See Attachment "B".

The majority of the project is now being designed.

If you need additional information, please do not hesitate to let me know.

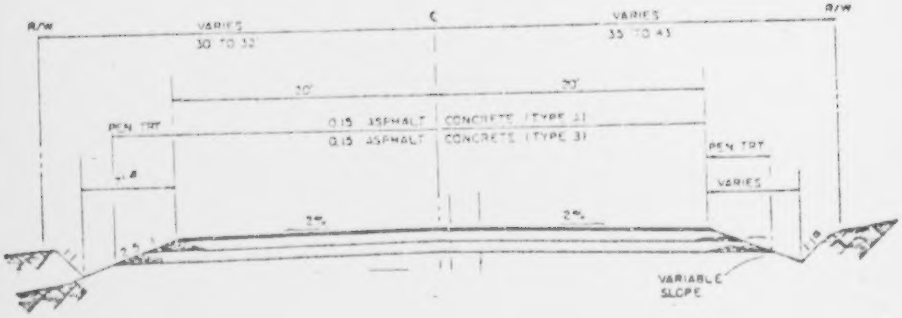
Very truly yours,

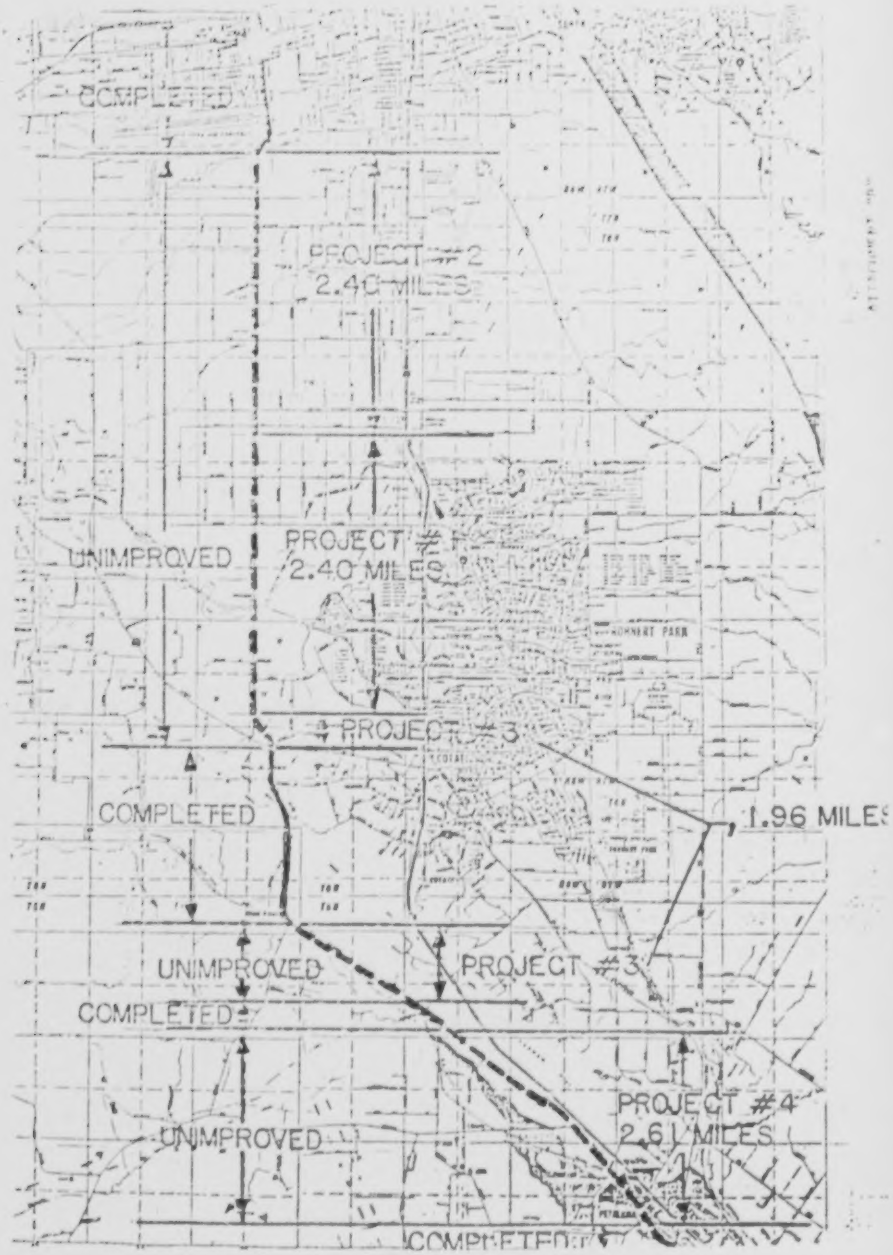
Donald B. Head
Director of Public Works

DBH:mjt

Attachments

TTACHMENT "A"


R/W
VARIES
30' TO 32'
℄
VARIES
35' TO 43'
R/W
20'
20'
PEN TRT
0.15 ASPHALT CONCRETE (TYPE 2)
0.15 ASPHALT CONCRETE (TYPE 3)
PEN TRT
±8'
VARIES
2%
2%
2.5:1
1:1
1:10
VARIABLE SLOPE


COMPLETED
PROJECT #2
2.40 MILES
UNIMPROVED
PROJECT #1
2.40 MILES
ROHNERT PARK
PROJECT #3
1.96 MILES
COMPLETED
UNIMPROVED
PROJECT #3
COMPLETED
PROJECT #4
2.61 MILES
UNIMPROVED
COMPLETED

ATTACHMENT 2

jhk & associates

sonoma county

Transportation Study Technical Report Phase 4

addition to park'n ride discussed above, the Area has large nuclei of employment such as the government centers, the Fountain Grove area, the northwest industrial-office area, the Sonoma County airport and environs, and the Hearn Avenue industrial area (old Air Center) which lend themselves to implementation of staggered work hours. As a major trip attractor, carpooling from other County communities is feasible and parking controls may be planned in conjunction with the CBD redevelopment. Due to the constrained nature of many of the corridors in the area acceptable peak-hour levels of service, with the improvements shown on the plan, are dependent on the successful implementation of auto-use strategies and achievement of the transit modal split goals.

Rohnert Park-Cotati Planning Area

The Rohnert Park-Cotati Planning Area lies almost entirely within the south-central portion of the Santa Rosa Plain, midway between Petaluma and Santa Rosa. The area is bounded on the south and west by Stony Point Road, on the east by the Sonoma Mountains, and on the north by Wilfred and Mountain View Avenue. Urbanized areas are the Cities of Rohnert Park and Cotati and the community of Penngrove.

Land use in the area is typically urban, with a considerable amount of rural residential population in the southern half of the area. Agriculture, particularly forage crops, remains in the outlying portions, away from the Highway 101 corridor. The area relies heavily on employment in other places in the County, particularly Santa Rosa. At present about 25% of the employed residents in the area work outside Sonoma County.

The California State College, Sonoma, is located in this Planning Area. The presence of this large traffic generator creates substantial impacts on the circulation system east of 101, particularly in Cotati. Traffic volumes on most of the major access routes are considerably greater than would normally be expected for communities the size of Cotati or Rohnert Park.

Recreational attractions in west and north Sonoma County are important for this area because of the high number of through trips generated on the major travel routes. Both Highways 101 and 116 will be subject to substantial weekend capacity deficiencies.

The dominant transportation system elements in the Rohnert Park-Cotati Planning Area are Highways 101 and 116. The principal local east-west access routes are East Cotati Avenue and Rohnert Park Expressway. Old Redwood Highway North, Stony Point Road,[3] and Petaluma Hill Road provide alternative north-south routes to 101 at the fringes of the Planning Area.

The predominant travel movement is north-south through the area and the alternatives which were studied reflect two concepts:

- accentuating traffic concentrations on 101 and improving it to meet total demand, or
- providing north-south capacity on parallel routes.

The second of these was chosen for the transportation plan. While it rates about equally well with the first, it is more compatible with the recommended plans in the two adjacent planning areas (Santa Rosa to the north and Petaluma to the south).

Forecast traffic volumes and recommended improvements are shown on Figure 3-10. Key elements of the recommended plan are as follows:

- Improve Commerce Blvd.-Santa Rosa Avenue to four lanes from Old Redwood Highway north the length of the Planning Area to provide north-south local trip circulation.
- Improve Petaluma Hill Road to four lanes south of Rohnert Park Expressway.
- Improve Stony Point Road to 2R standard.
- Extend Rohnert Park Expressway west to Stony Point Road (four lanes) and then by an additional extension to Highway 12 (2R standard).
- Improve Rohnert Park Expressway to four lanes between Highway 101 and Petaluma Hill Road.
- Improve West Sierra Avenue and East Cotati Avenue to 2R status (two continuous through lanes) from Adrian Drive through the Hub to 101.

One of the critical transportation elements in this Planning Area is the Hub in Cotati. With the improvements to Petaluma Hill Road and Rohnert Park Expressway, the recommended plan is for traffic management improvements north-south through the Hub and minor improvements (2R type) east-west on East Cotati and West Sierra leading into the Hub. However, it should be emphasized that this assumes that the major access into the college is from the north off Rohnert Park Expressway. Present plans for circulation within the campus are uncertain but it is recommended that a major internal circulation link be developed to connect Rohnert Park Expressway to the parking areas south of the campus. Consideration should also be given to locating future parking areas in the north rather than in the south.

With the magnitude and density of the projected growth in the Rohnert Park-Cotati Planning Area, coupled with the large-scale activity centers such as the Hub and the Sonoma State College campus, a high level of intracommunity transit service is considered feasible. Intercommunity service must be considered in terms of the total corridor and a high level of service to Santa Rosa and to areas south of the County line should be implemented. Service to other communities, such as Sebastopol, would be limited to a level (L) bus operation designed to serve captive users. Provision of satellite parking adjacent to nodes on the Highway 101 system could enhance linked trips.

The achievement of a high level of service for intercommunity trips along the 101 corridor is essential for keeping the level of required highway improvements on Highway 101 to six lanes. In addition, a high level corridor service coupled with feeder systems is important for reducing peak-hour demands on the Rohnert Park Expressway and the Hub.

☑ Bay Area Poll

Sponsored by the Bay Area Council **April 1985**

Highlights

Featured: Views on Local Decision-Making

- *One out of five citizens polled express a high degree of satisfaction with the quality of elected officials in their own communities, and another 64% say they are moderately satisfied.*
- *Two out of three Bay Area residents surveyed say they have confidence in their elected representatives. Nearly eight out of 10 believe their community officials are conscientious, and half think they do a better job than officials elsewhere.*
- *Eighty-five percent of respondents see the media as having influence on local government actions—the highest ranking among all groups named. State government officials and business groups score close behind.*
- *Poll results suggest citizens have a high degree of faith in the decision-making process, but believe some participants have undue influence.*
- *By more than a two-to-one margin, citizens feel local decisionmaking is dominated by a vocal minority of the population. Nearly as strong is the belief that large campaign contributors are overly influential in government actions.*

Other Issues:

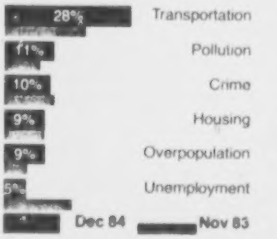
- *Transportation is ranked the number-one issue facing the region, named the top concern by 28% of those polled.*
- *Optimism about the Bay Area economy is at the highest peak since the Poll began in 1980.*
- *Though residents continue to believe economic growth should be encouraged, a growing percentage believe we should stand firm on air and water standards.*

Trends

Transportation: A Growing Problem

The number of Bay Area residents identifying transportation as their top concern jumped to 28% from 18% in 1983. For the second year in a row, transportation ranks as the number-one problem facing the region. In 1982, only 8% of poll respondents considered transportation the most important regional problem.

What is the most important problem facing the Bay Area today?*



*Each percentage refers to the proportion of the 600 person sample which mentioned that problem in response to this open-ended question. Only the first responses have been tabulated.

Not only did transportation outrank itself as the single most important problem today, poll results also show a marked concern with the worsening condition of local streets and roads and the highway system; 57% and 58%, respectively, say they are getting worse. (See "Getting Better or Worse?")

Concerns with unemployment and the economy seem to have subsided, and most Bay Area residents no longer consider unemployment among their highest concerns. Though unemployment dominated previous polls and ranked the number-one problem throughout 1982, it has plummeted from second place (15%) in 1983 to sixth place (5%) today.

The poll also reveals rising concern with pollution. It ranks second among the problems facing the region.

Crime remains relatively high on the list of regional concerns, though concern has gradually decreased in recent years. Ranked the number-one issue in 1981, it has hovered at number three in the last two editions of the poll.

Feeling Fine

The overwhelming majority of Bay Area residents polled feel life in the region is going well. The percentage of respondents expressing this positive feeling has steadily increased from 65% in 1982 to 78% in 1983, and 80% in 1984. This confident attitude is also evident in responses on specific quality-of-life issues especially unemployment and the economy. (See "Getting Better or Worse?")

As far as you are concerned, how are things going in the Bay Area today?

Dec 84	Nov 83	
80%	78%	Very or somewhat well
18%	20%	Very or somewhat badly

The Region's Economy

A Very Good Year

"Are you better off today than you were a year ago?" The majority of Bay Area residents polled say they are, and 44% anticipate a continued improvement in the coming year. Citizens express optimism not only with their own finances, but also with the region's business climate.

How does your financial situation compare to a year ago?

55%	50%	Better off now
24%	29%	Worse off now
20%	21%	About the same

How do you expect it to compare a year from now?

44%	42%	Will be better
11%	10%	Will be worse
41%	42%	Will be about the same

What kind of business conditions do you expect in the Bay Area over the next 12 months?

Dec 84	Nov 83	
68%	72%	Good/somewhat good times
23%	17%	Bad/somewhat bad times
5%	7%	Equally good and bad times

Consumer Confidence Index

The index is a composite of the three questions on the economy. A figure above zero indicates the level of optimism; below zero, the level of pessimism. Last year's poll showed a dramatic surge of public confidence in the Bay Area economy — the same high level of confidence prevails this year.

Dec '84	+36
Nov '83	+36
Oct '82	+ 9
Apr '82	+ 4
Oct '81	+ 7
Apr '81	+13
Oct '80	+ 3

Growth

The Quest for Clean Growth

Echoing growing concerns over pollution in the region, poll respondents place increasing priority on air and water quality standards even with the recognition of some economic cost. But at the same time, consistent with previous polls, the majority still feel economic development and housing should be encouraged.

Should economic development in the Bay Area be encouraged?

Dec 84	Nov 83	
70%	80%	Yes
19%	8%	No
6%	6%	Neutral/no opinion

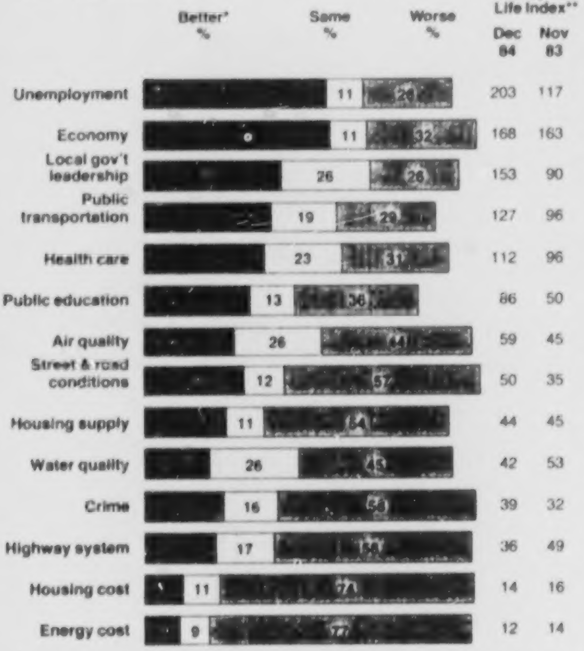
Jobs vs. Environment

Dec 84	Nov 83	
75%	63%	Air and water quality standards are important to the Bay Area, even if it means a reduction in new jobs and industry.
18%	21%	New jobs and industry are important to the Bay Area, even if it means a reduction in air and water quality standards.
7%	16%	Agree with both/neither

Should new housing in the Bay Area be encouraged?

71%	73%	Yes
25%	21%	No

Getting Better or Worse?



*Percentages add up to less than 100% because "no opinion" answers have not been reported.

**The quality-of-life index is the ratio of those who believe a given factor is improving versus those who believe it is getting worse. A score of over 100 indicates how positive the overall view, a score under 100 how negative. A score of 100 indicates an even balance of positive and negative views.

---

*Throughout the publication, "no opinion" responses of less than 5% are not reported.

Featured in this Edition:

Local Decision-Making

A Strong Vote of Confidence

As they look at government in their own communities, poll respondents are fairly positive about what they see.

An overview of poll results offers plenty of encouragement for local elected officials. Respondents view their overall performance favorably, and an overwhelming majority express a moderate to high level of satisfaction with the quality of their local representatives. Two-thirds of those polled say they have confidence in their local elected officials, with 13% of those sampled saying they have "a lot" of confidence.

Three out of four of those polled say they follow what goes on in their city's government, and almost half say they have actually gotten involved in an issue by contacting the office of a local official, attending a local public hearing or town meeting, or contacting the local media.

How much confidence do you have in your local elected officials?

13%	A lot of confidence
54%	Some confidence
29%	Not much confidence

During the past two years have you ever voiced your opinion on a local issue?

48%	Yes
52%	No

Gauging Satisfaction

The poll shows that Bay Area residents feel a relatively high degree of satisfaction with some of the key elements in local decision-making.

The quality of local news coverage of the issues receives an especially high mark, with 45% of those polled expressing a high degree of satisfaction.

The quality of elected officials, opportunity for citizen involvement and local government responsiveness are all viewed with moderate to high degrees of satisfaction by eight out of 10 respondents. (See "How Satisfied Are You. . . ?")

How Satisfied Are You With Your Community's...?

	High 8-10	Moderate 4-7	Low 1-3
Quality of elected officials	21%	64%	12%
Opportunity for citizen involvement	36%	48%	14%
Govt's responsiveness to citizens	19%	62%	18%
Media coverage of local issues	45%	41%	12%

Respondents were asked to rate their satisfaction levels on a scale of one to 10 — from "not at all satisfied" to "extremely satisfied." Percentages add up to less than 100% because "no opinion" answers have not been reported.

The Cynicism Factor

Though poll respondents express satisfaction with the opportunity for citizen involvement and government's responsiveness, two out of three feel that a vocal minority of citizens has disproportionate influence in decisions made by local officials.

Also prevalent is the feeling that elected leaders are unduly influenced by large political contributions. Even among those respondents who say they have "a lot of confidence" in their local elected officials, 45% hold this view.

Are local elected officials' decisions dominated by a few individuals and groups who may not represent the majority view, or not?

68%	Yes
28%	No

Are local elected officials' actions overly influenced by those making large campaign contributions, or not?

59%	Yes
32%	No
9%	Neutral/no opinion

The Forces at Work

Local media are overwhelmingly perceived as influential in decisions made by local government. According to 44% of the respondents, the media exert a "great deal" of influence.

State government officials and business groups are perceived as influential forces behind the public decision-making process; 38% and 31%, respectively, say they have a "great deal" of influence. (Percentages below add up to less than 100% because "neutral" and "no opinion" responses have not been reported.)

How much influence do the following groups have in decisions of your local government?

	Great deal or some	Not much or none
Local media	84%	13%
State gov't officials	80%	16%
Business groups	76%	18%
Environmental groups	72%	24%
Organized labor	63%	30%
Neighborhood groups	61%	32%
Local gov't staff	61%	31%

A Collective Pat on the Back

Two-thirds of Bay Area residents surveyed say local elected officials do as good a job as can be expected and half say the officials of their communities do a better job than officials in most other communities.

Strong support is also registered for the belief that officials act with good intentions and the public's interest in mind.

Even among those who say they have "not much confidence" in local elected officials, 55% believe they are conscientious.

More than half disagree that elected officials put their own interests ahead of the public's; however, a sizeable minority believe local officials mainly look out for themselves.

Do local elected officials do as good a job as can be expected, or not?

67% Yes
30% No

Do local elected officials in your city do a better job than elected officials in most other communities, or not?

51% Yes
31% No
19% Neutral/no opinion

Are most local elected officials conscientious, and do they try to do a good job for their constituents, or not?

78% Yes
19% No

Do local elected officials mainly look out for themselves and not the public good, or not?

40% Yes
56% No

Turning Talk Into Action

While their overall performance gets high ratings, local officials get mixed reviews on their output. Though half of those polled agree that the laws enacted by elected officials are well thought out, almost as many disagree.

By a narrow margin, the public believes decision-makers shy away from the tough issues; 26% of these sampled strongly believe this is the case.

Do local elected officials generally enact laws that are coherent and well thought out, or not?

52% Yes
41% No
6% Neutral/no opinion

Are local elected officials afraid to tackle the really tough issues, or not?

49% Yes
44% No
7% Neutral/no opinion

Managing Our Money

Though citizens tend to feel community officials do not make efficient use of tax dollars, a majority acknowledge that limited resources are a factor in the quality of elected leaders' performance.

Do local elected officials make inefficient use of local tax dollars, or not?

53% Yes
39% No
8% Neutral/no opinion

Would local elected officials be able to do a better job if they had more funding, or not?

58% Yes
38% No
5% Neutral/no opinion

About This Poll

The Bay Area Poll is an annual survey of 600 randomly selected adult residents in the nine-county Bay Area. It is sponsored by the Bay Area Council and conducted by Field Research Corporation.

The Poll program began in 1980. Each edition includes trend and demographic questions included on a continuing basis, and features questions on an issue of current importance. County-by-county analysis of the Poll results are available for the Bay Area's five largest counties and the North Bay subregion, encompassing Marin, Napa, Solano and Sonoma counties. Approximately 100 residents are polled in each of these areas.

Field Research Corporation, an independent marketing and opinion research firm, conducted the telephone interviews for this survey in December 1984. For further information regarding the Poll, call or write the Bay Area Council.

Sponsorship

The Poll is a program of the Bay Area Council, a business-sponsored organization involved in research and advocacy on regionwide public policy issues. Its program currently focuses on housing, transportation and job training.

Program Consultant
Mark DiCamillo
Research Director
Field Research Corporation

BAC Program Staff

Angelo J. Siracusa
President

Brigitte LeBlanc
Vice President, Communications

Nora Juarbe
Communications Associate

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Bay Area Council, Inc.
348 World Trade Center
San Francisco, CA 94111
(415) 981-6405

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Mr. **Anderson**. Our next witness is Harry Pritchard, Humboldt County Board of Supervisors.

TESTIMONY OF HARRY PRITCHARD, HUMBOLDT COUNTY BOARD OF SUPERVISORS, ACCOMPANIED BY BUDGE CAMPBELL, PUBLIC WORKS DIRECTOR, MENDOCINO COUNTY; AND STU NIXON, SECRETARY/MANAGER, NORTH COAST COUNTIES, AND EXECUTIVE VICE PRESIDENT, REDWOOD EMPIRE ASSOCIATION

Mr. **Pritchard**. Good morning. If I could suffer your indulgence a minute, I'd like to have the public works director from Mendocino County, and Stu Nixon, the secretary/manager of the north coast counties join me.

Mr. **Anderson**. I do have a statement here starting off "Humboldt County lies in the Northwest"—is that your statement?

Mr. **Pritchard**. Yes, it is. I'm going to be speaking with two halves here today.

Mr. **Anderson**. You'll be extemporizing, or reading from this, or what?

Mr. **Pritchard**. I'll read it at the end of the record, and then I would introduce myself as Harry Pritchard, the second district supervisor in Humboldt County.

I'm also the chairman of the North Coast Counties Transportation Committee. I'm the secretary/treasurer of the California Council of Governments, and I'm the first vice president of the western interstate region of the National Association of Counties.

I'm very happy to hear your familiarizing with the north coast counties. I've lived there on the Mendocino-Humboldt Counties all my life. I started driving trucks in 1943 at the age of 16.

Humboldt County lies—excuse me, on my left is Budge Campbell, who is public works director of Mendocino County, and on my right is Stu Nixon, who is the secretary/manager of the north coast counties, and the executive vice president of the Redwood Empire Association.

First off I'll give Humboldt County's testimony on county road problems, and Budge will be here to answer any technical questions you might have in relation to county roads.

He's also the chairman of the North Coast Counties Public Works Directors, if that's correct?

Mr. **Campbell**. Yes.

Mr. **Pritchard**. Humboldt County lies on the north coast of California. Our annual precipitation varies from a low of about 35 inches a year in Humboldt Bay, to a maximum in excess of 200 inches a year on some of the mountain regions. Most of the county contains steep mountain slopes which are young geologically and quite unstable.

This combination makes our area one of the most difficult in the Nation which to construct and maintain roads. This fact coupled with severe monetary problems with our road funds has led to a situation where we have fallen further behind each year in our ability to adequately maintain our failing transportation network because of lack of funds to purchase sealing and patching materials.

We have many roads that are beyond a state of repair, and they now need major reconstruction efforts due to our inability to repair them properly with timely maintenance efforts. Many drainage structures have rusted out and have not been replaced due to the lack of funds.

Equipment has continued to remain in service beyond its life due to lack of replacement funds.

Our road system consisting of 1,200 miles of roadway, and 167 bridges, is now past the point where a small increase in funding will do any noticeable good. We now need a large influx of money to return our system to the condition that we can call adequate.

As an example of our plight, I would like to take—like to point out that over the last 17 years Humboldt County road funds has suffered erosion of 59 percent of its original buying power through reduced revenues and inflation of almost $4 million per year. This is loss from a road budget for 1985-86 that will total approximately $6,800,000.

To adjust to this reduction in revenue our public works department has had to reduce its force by approximately 36 percent over the same 17 year span. We have had to start returning paved roads to gravel because we can no longer afford the materials needed to maintain paved roads. At our present level of funding it is estimated that we'll be able to keep 90 miles out of 903 miles of paved roads surfaced, while the remainder will slowly revert to gravel.

Though not as apparent to the traveling public, the drainage items in the county are deteriorating at a rapid rate. Many facilities are 20 to 30 years old, and essentially bottomless. Considerable efforts will be made to replace culverts before the bottoms collapse, and before fills slump. However, because of the backup of deficient culverts that exist in the 1,200 mile road system, approximately 10,000 culverts need to be replaced. Many cannot be replaced until some future time, that is, a substantial amount of additional funding is required to both increase the amount of material that can be purchased, and to contract the larger items out to the private sector for replacement.

We are experimenting with easier to replace materials such as plastic pipes and angular corrigated metal pipes in order to make the job a little bit easier, but we'd still be losing ground until additional funds are available.

It is our current policy to funnel the maximum amount of road funds to maintenance work. This has limited the amount of funds available for new construction projects, but we feel it's more important to maintain what we have rather than build new projects.

Our current construction program consists only of FAS projects which are 100 percent federally funded, storm damage projects, which are 100 percent funded if on system, or 90 percent of off system.

FAU projects are 86 percent funded by FHWA, and also Federal bridge replacement projects which are 80 percent funded, when we can justify the expenditure of local 20 percent.

If the bridges are funded, the matching dollars must come from maintenance which further impact maintenance. And if you will notice I give you some pictures there that show some of our bridges.

I'd like to expand on this last statement about participation in the Federal bridge replacement program. When we can justify our local 20 percent share, we had to decline offers to construct five bridges with a value of over $2,700,000 in Federal participation due to our inability to raise 20 percent local share. To determine whether or not to participate in this program we determine what our 20 percent share of the project constructed to Federal standards would be and compare this to cost of bridges constructed by our maintenance forces, to a standard that is adequate for the purpose being served.

In doing this, we have ended up constructing single lane structures out of flat cars rather than two lane concrete structures. These structures cost us approximately $25,000 to $30,000 and last for 25 to 30 years with minimum maintenance. If we had used the Federal bridge replacement program our 20 percent share for the bridge would require FHAWA standards, would have been more like $50,000. The structure resulting from these standards may be less expensive in the long run, but our financial situation does not give us the option of that consideration.

Don't misinterpret this as criticism of the bridge replacement program, as it is an excellent program, and we participate when we can, and especially when the span length is too much for our maintenance force to contend with. However, since the program is based on need, and the money is offered to reconstruct specific structures that have been rated as being in the worst condition, it seems unnecessary to require a local match. This puts the participation in the program out of reach for counties that need assistance the most.

One of our missions is to convince different groups of our need for additional funds. We attempt to garner additional funds from State and Federal sources, and we've almost attempted to place an additional two-sixths local gas tax sale for road purposes only.

In California a two-thirds vote of the electorate is needed to institute a tax of this size. This attempt failed, as in many other counties. One of the reasons for its failure is that the people feel that they already pay enough taxes, especially on gasoline. This is a difficult argument to dispute when you consider the fact that the Federal Highway Trust Fund has a balance in excess of $12 billion. People are paying enough in gas tax but the money is being retained rather than utilized where it is sorely needed.

If this money is released we recommend it be allocated as follows.

First, we would like to see FHWA standards for programs become 100 percent funded so no local share is required. As the main programs, FAS, FAU, and bridge replacement, are already in place, the change to 100 percent would appear to be a fairly easy transition. This would free our current matching funds for maintenance.

Another use of these funds, but a little more radical in nature, would be to fund some maintenance activities. Our main need is maintenance. Not a single program exists, to my knowledge, that assists the county in the area of maintenance. All programs are for construction only.

Another item that needs to be addressed has to do with design standards. Current design standards do not have the flexibility that allow the engineers to make intelligent decisions during the design stages. An example of this I want to describe our plight with what we term is the Conley Creek Bridge.

Conley Creek Bridge is on the Alderpoint Road, a winding narrow mountain road, is an FAS route, in the southeastern portion of the county. It has an average daily traffic count of probably 500 vehicles a day. A log bridge that was installed in 1965 had rotted to such a degree that logging trucks and school buses could not use this. We wanted to utilize FAS and bridge replacement funds to replace it. The existing structure is on a tight radius with a 15 mile per hour design speed. FAS standards would require 30 mile per hour design speed, and, therefore, a new alignment. Site restrictions meant that a bridge 250 to 300 feet would then have been required with a pier height of 60 feet or more.

What makes this outrageous is the road for 5 or 10 miles on either side of the site has many curves similar to the present alignment at Conley Creek. It is not a high speed road, and probably will not be in any of our lifetimes. The price tag for the bridge and road to Federal standards is in excess of a million dollars. The county replaced this log bridge with another log bridge for approximately $15,000. This bridge will probably last 15 years.

If the standards could have been modified we could have placed a concrete structure with an indefinite life span for about 150 to 200,000.

To summarize the three items that I believe demand your attention, first, we need additional funds to help our ongoing battle to keep our transportation system in an adequate state of repair before we can attempt to additionally—to tap additional sources of revenue. Let's use the money already collected and at our disposal in the Federal highway trust fund.

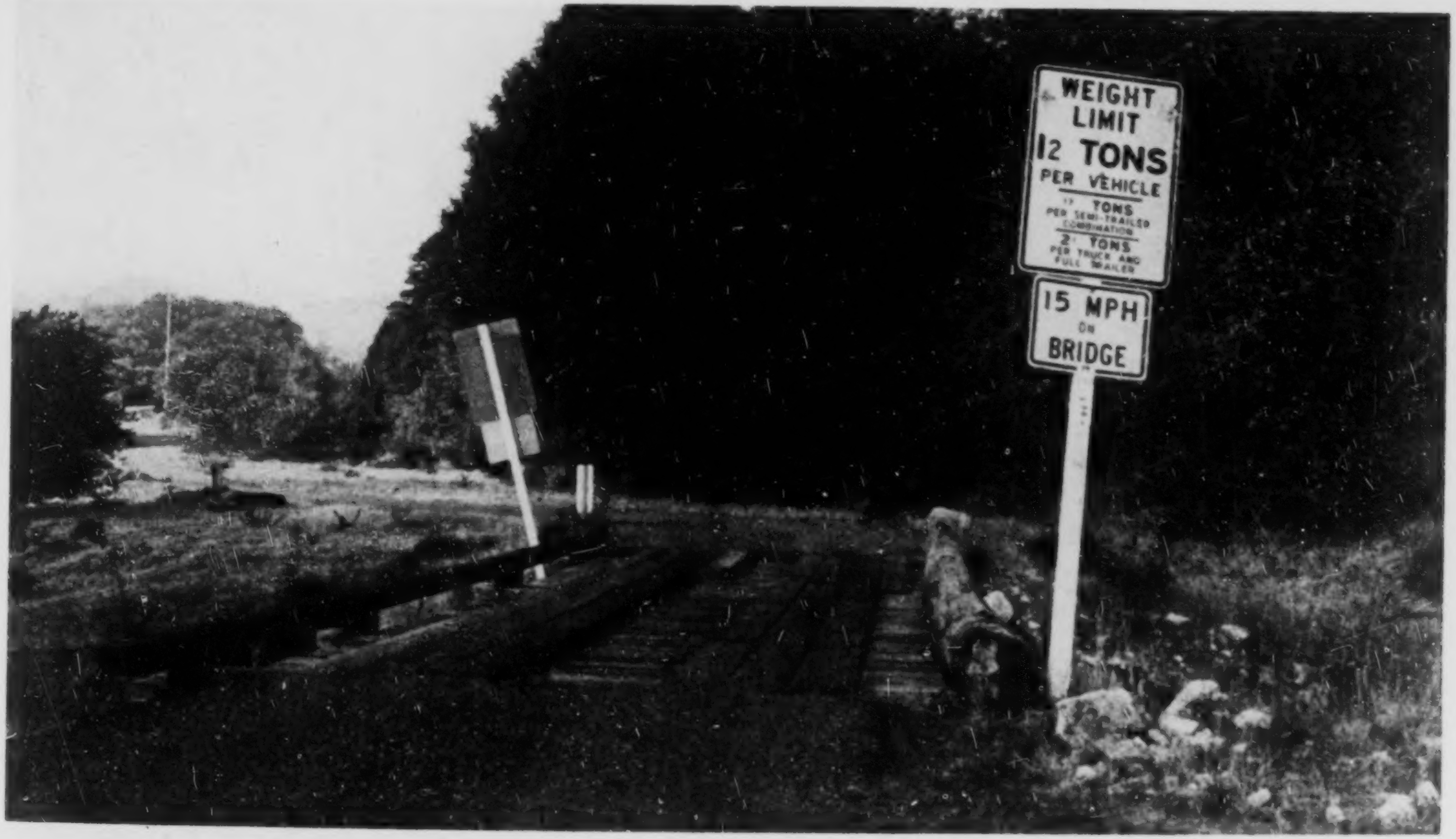
Second, consider allowing some of the Federal aid to be utilized for maintenance purposes. Our maintenance needs are so great that we turn down Federal construction funds because we cannot afford to divert the needed matching money from maintenance activities. And an increase in maintenance funds would allow us to properly maintain more bridges and miles of road, and, in turn, probably reduce our need for construction funds.

Third, consider more flexible design standards so that we can scale down projects to meet local conditions. This would allow the funds that we do receive to be stretched out over additional projects to benefit many people.

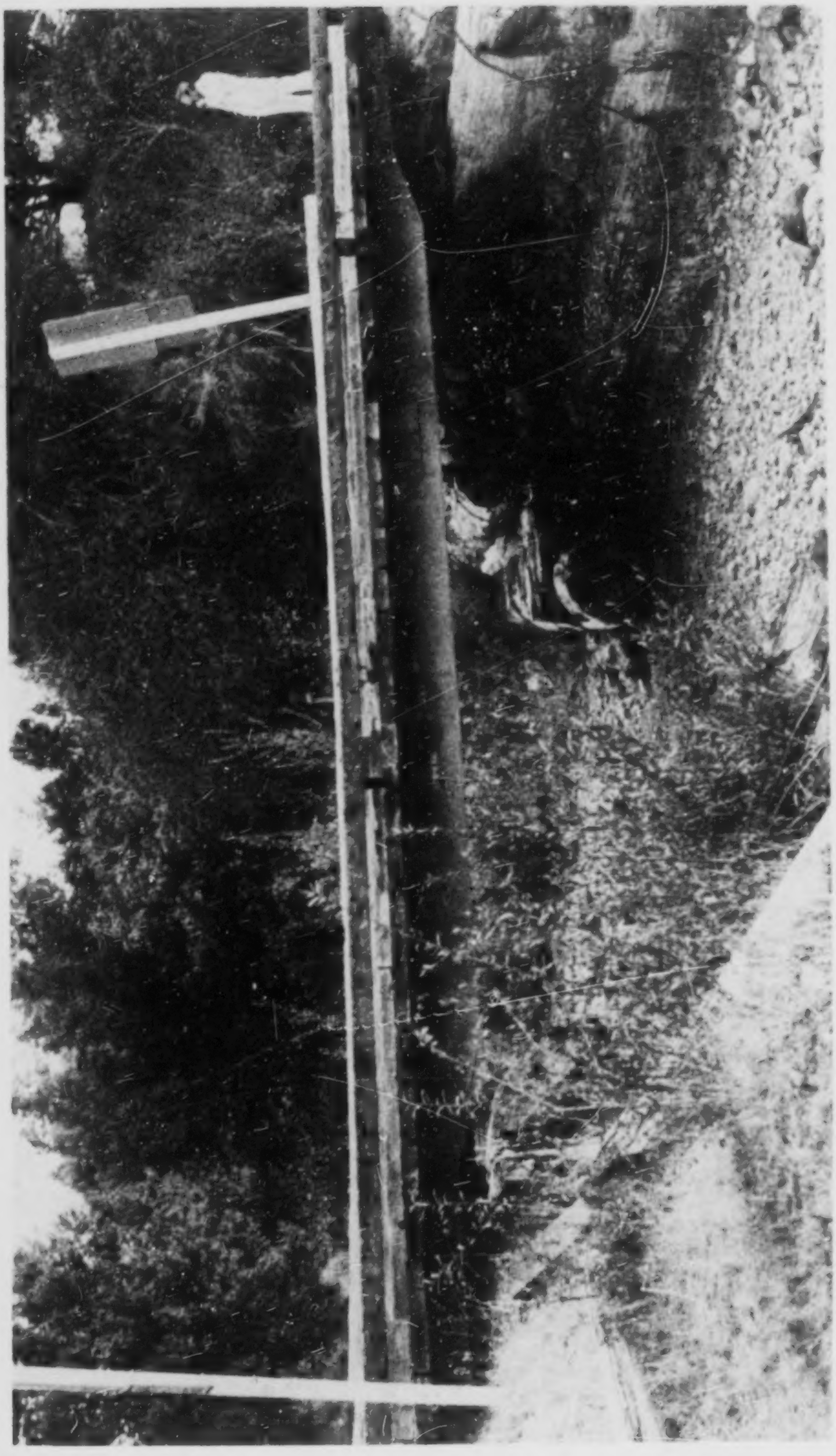
I have some photographs that indicate more graphically what our problems are. The Conley Creek Bridge that I discussed is among those pictures.

Mr. **Anderson**. Without objection, the photographs will be made a part of the record.

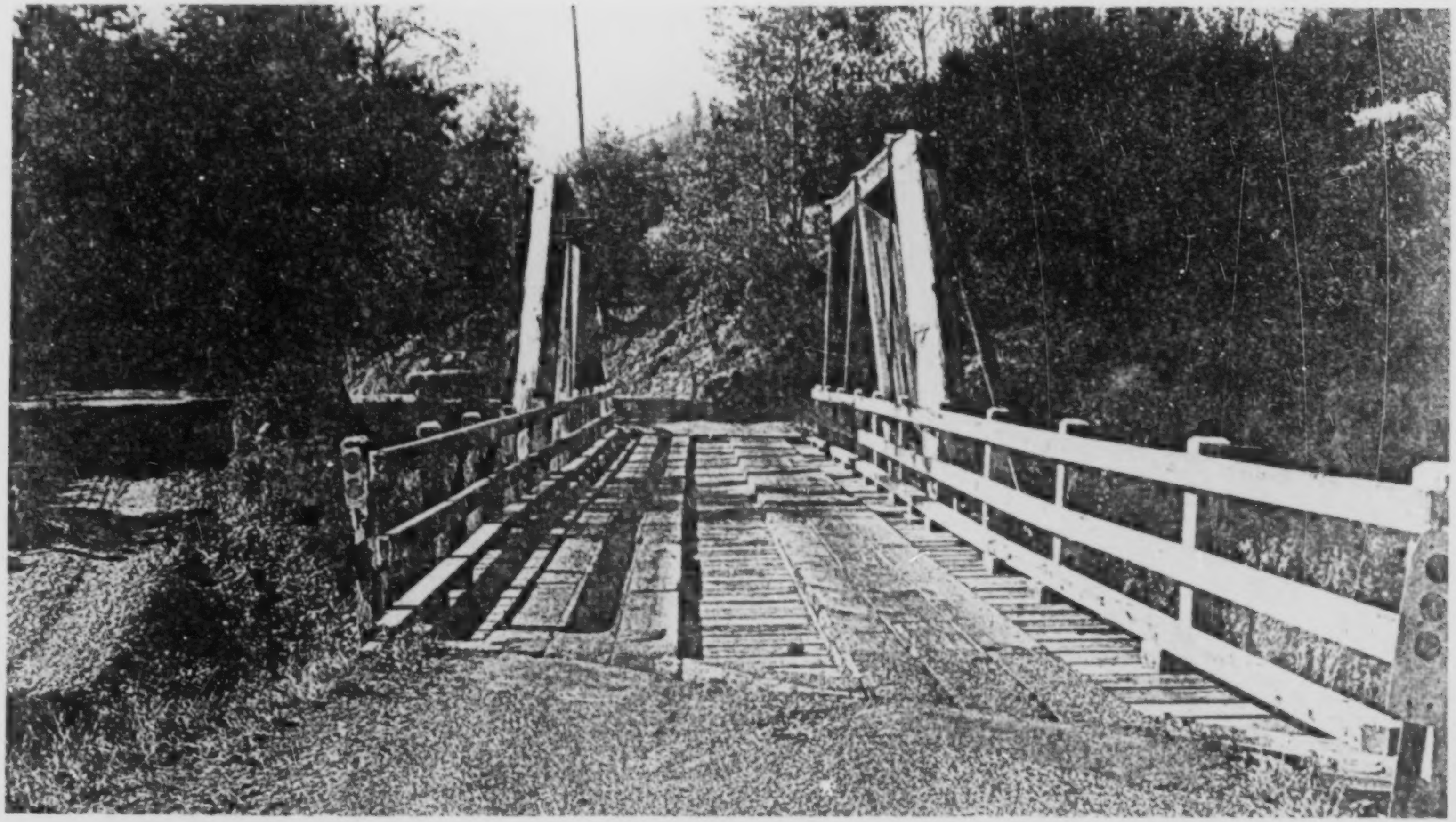
[Photos referred to follow:]


WEIGHT LIMIT
12 TONS
PER VEHICLE
TONS
PER SEMI-TRAILER
COMBINATION
TONS
PER TRUCK AND
FULL TRAILER
15 MPH
ON
BRIDGE

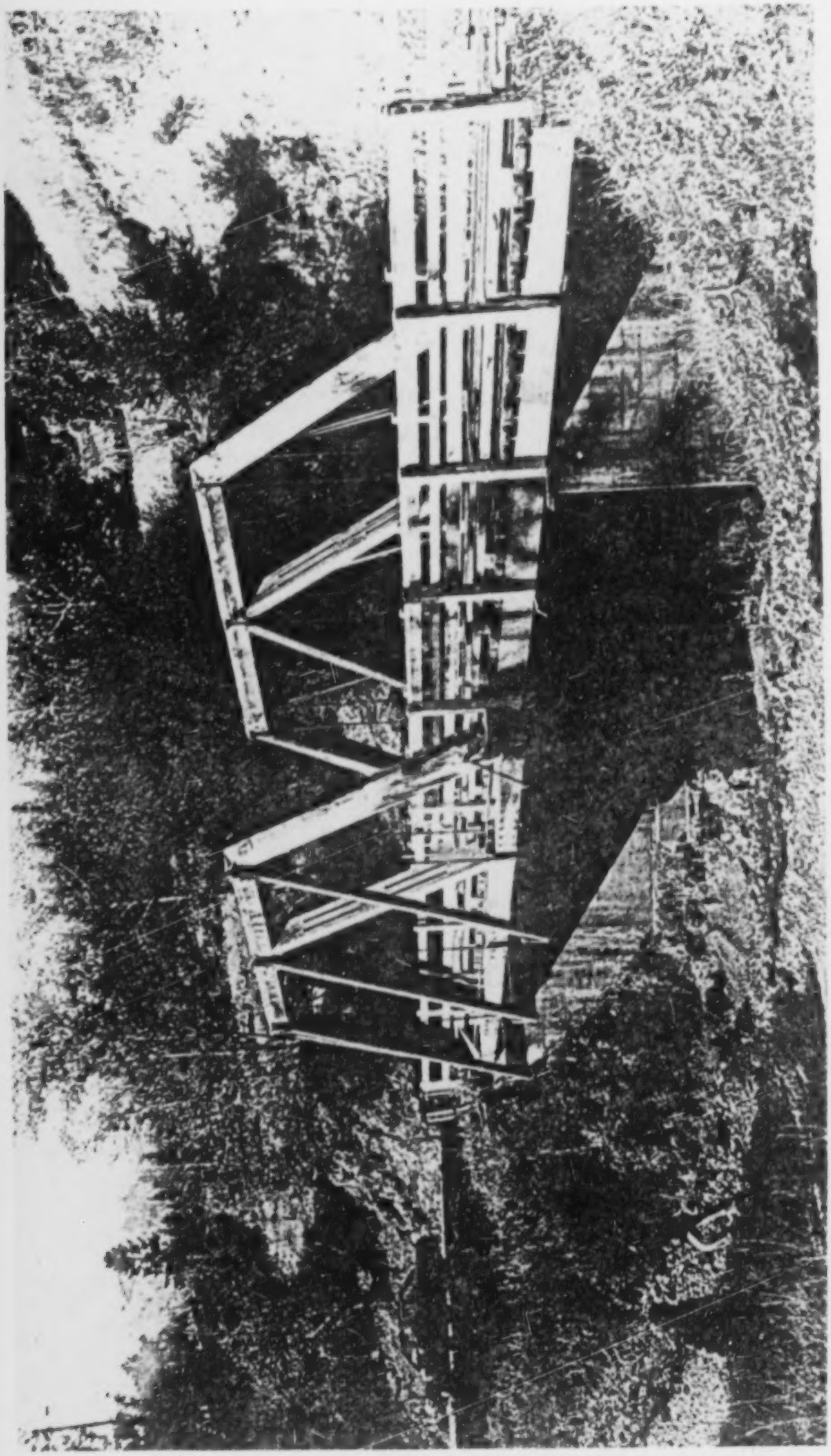
Bonanza Gulch Bridge—Deck.—This old flat car bridge was slated for replacement under the Federal Bridge Replacement Program in about 1980. Due to lack of funds and somewhat due to a threatened taxpayers lawsuit by bridge users because of FHWA insistence on a two-lane structure, this project was not completed.



Bonanza Gulch Bridge—Substructure.



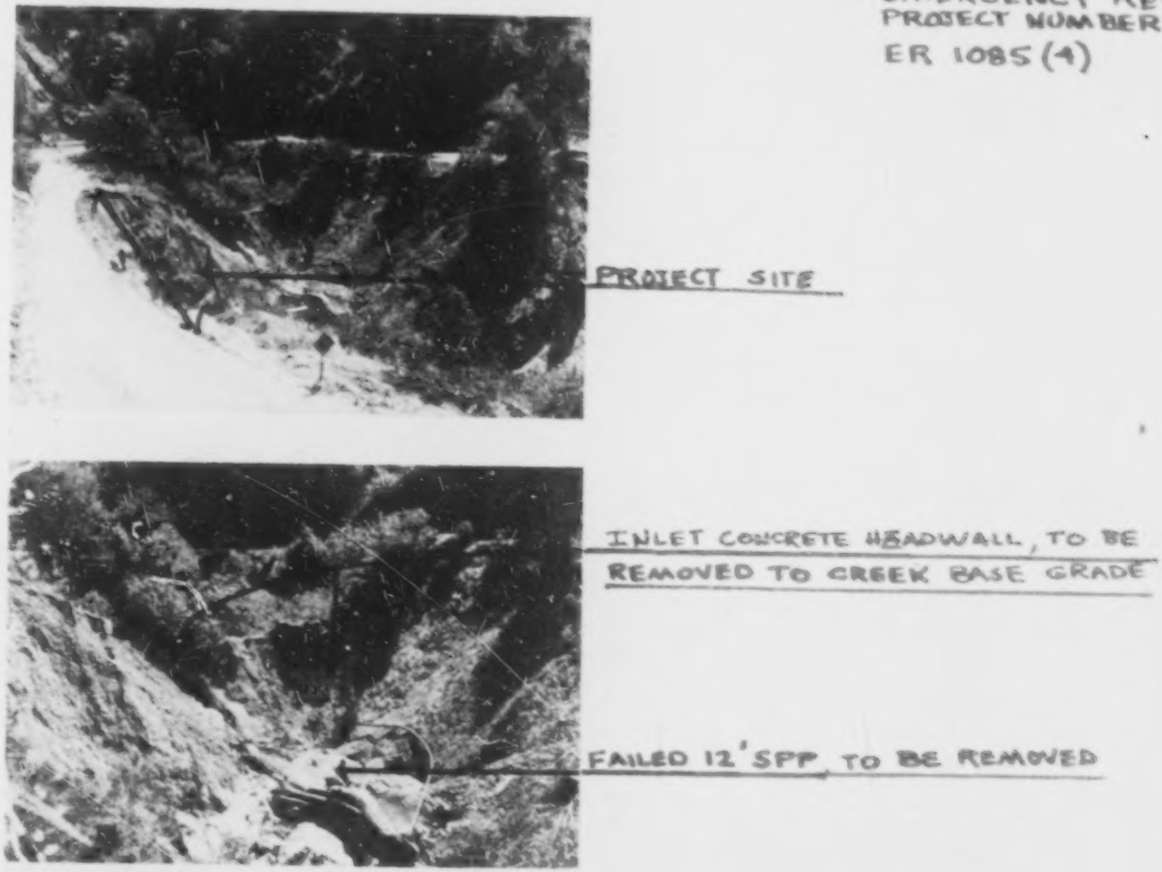
Price Creek Bridge.—This wood truss bridge was recently replaced with Federal Bridge Replacement monies.



Price Creek Bridge. View south profile and summer detour.

Dry Creek-Mattole Road.—This photo indicates some of the problems facing us. We have ocean erosion threatening on one side and we have massive erosion bringing large amounts of mud and debris down from the other side. During the rainy season a flat car (visible to the right of the slide's intersection with the road) is used to bridge the debris so a caterpillar tractor can push the debris through.

EMERGENCY REPAIR
PROJECT NUMBER
ER 1085 (4)


PROJECT SITE
INLET CONCRETE HEADWALL, TO BE REMOVED TO CREEK BASE GRADE
FAILED 12' SPP TO BE REMOVED

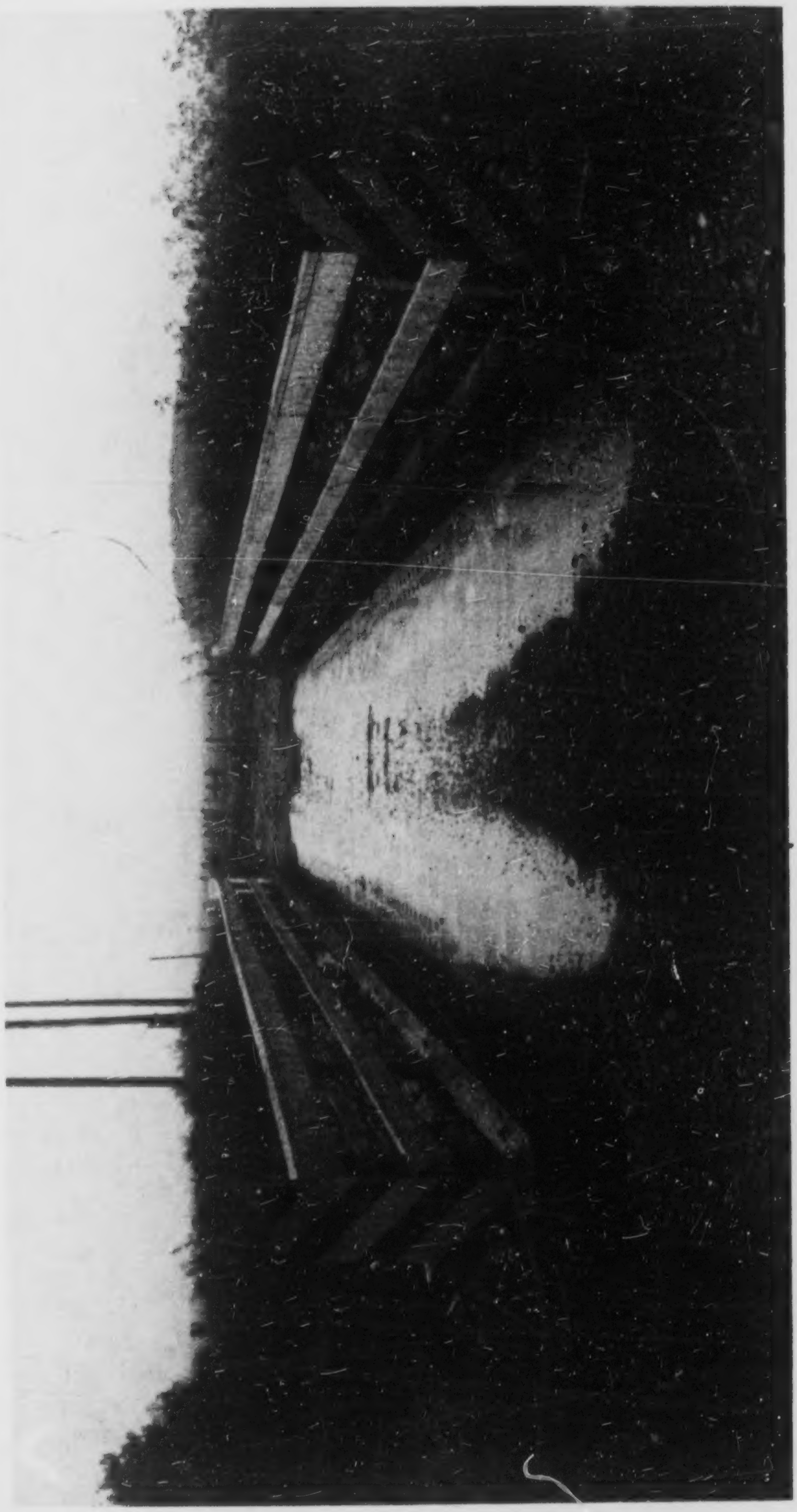
CONLEY CREEK SLIPOUT ALDERPOINT ROAD P.M. 26.7

PHOTOS 6/23/82 K.A.C.

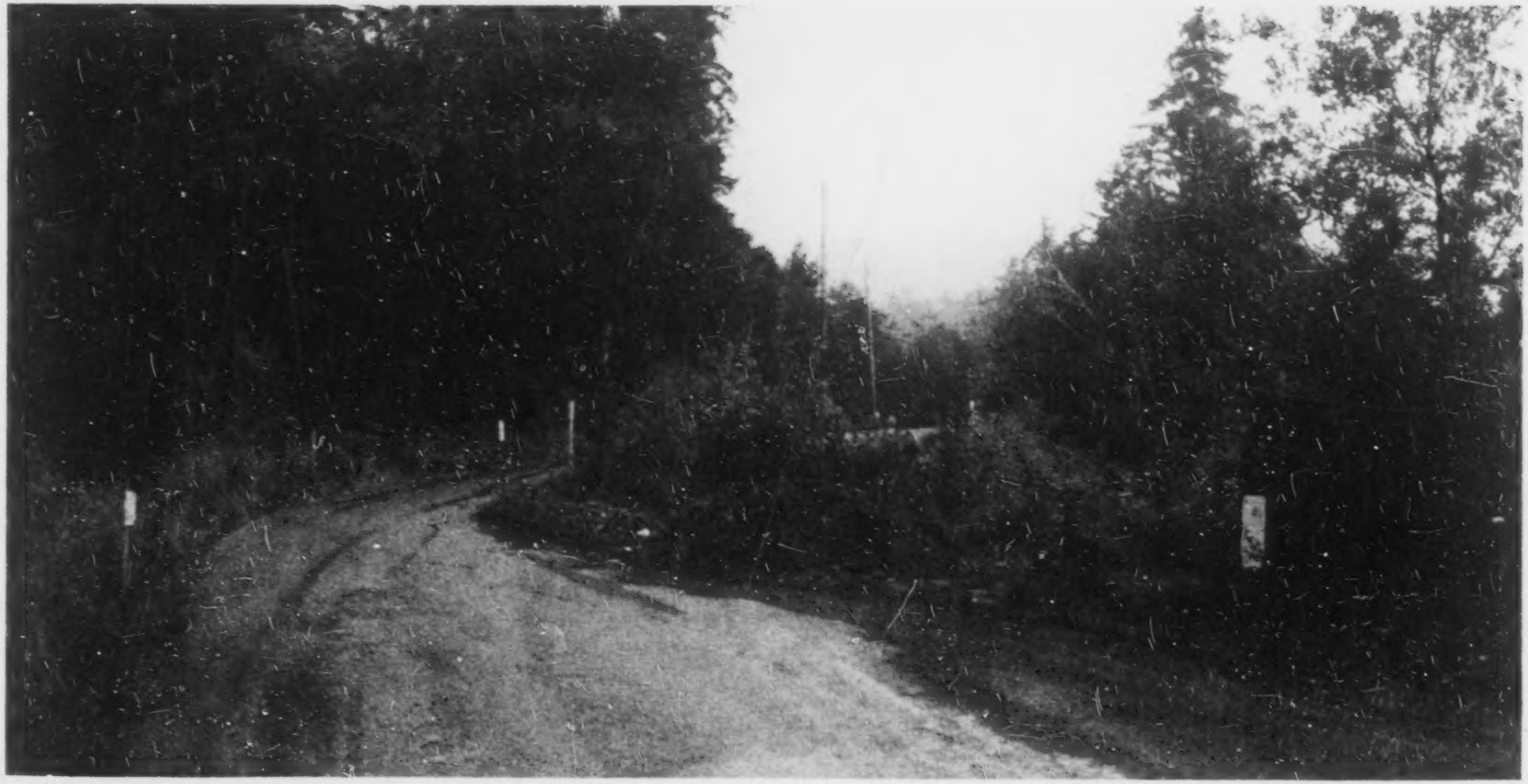
Conley Creek Bridge.

Conley Creek Bridge.

Morgan Slough Bridge.—This structure was built with a flat car rather than to Federal standards. It serves one dairy ranch and *no* residences.

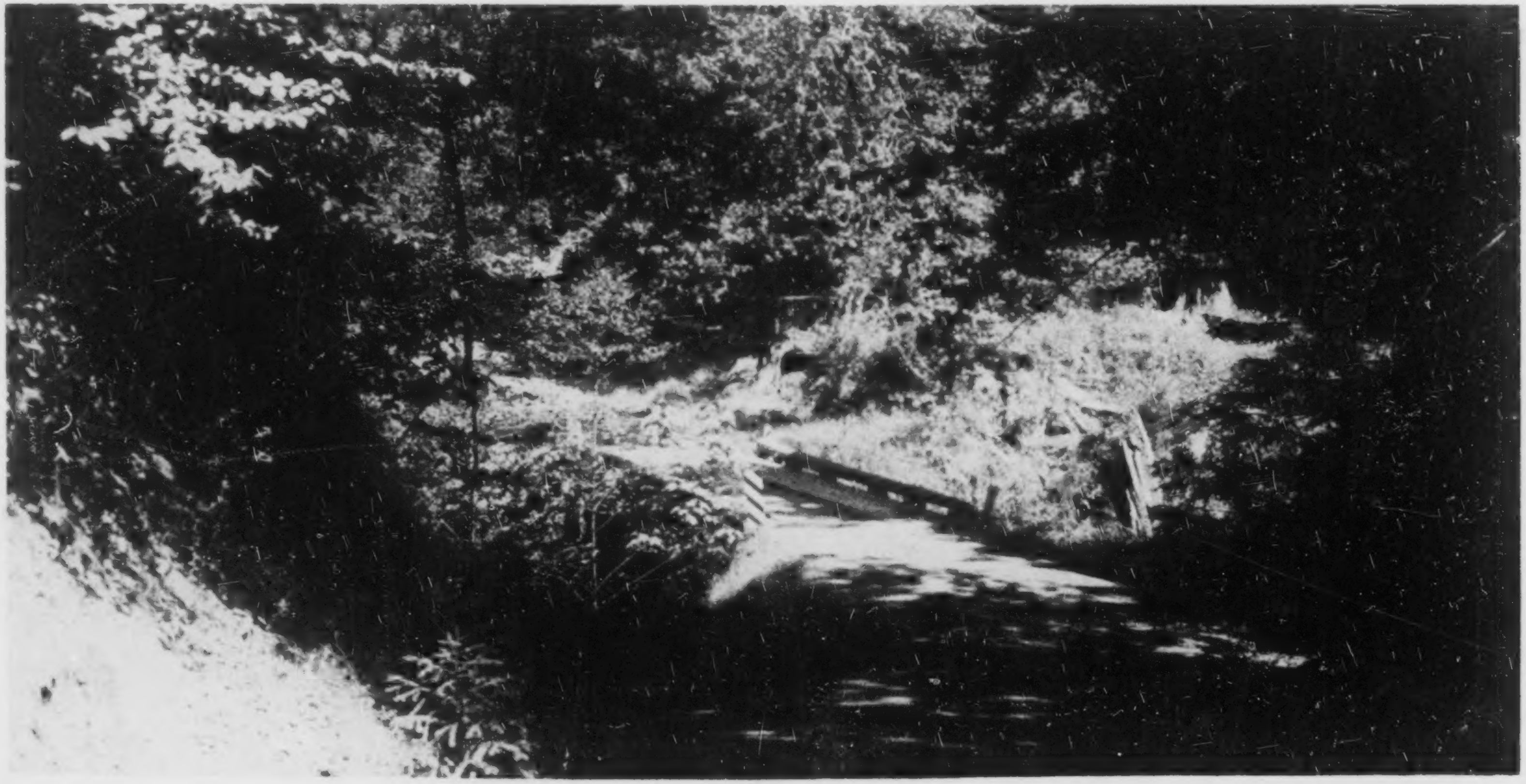


Morgan Slough Bridge.

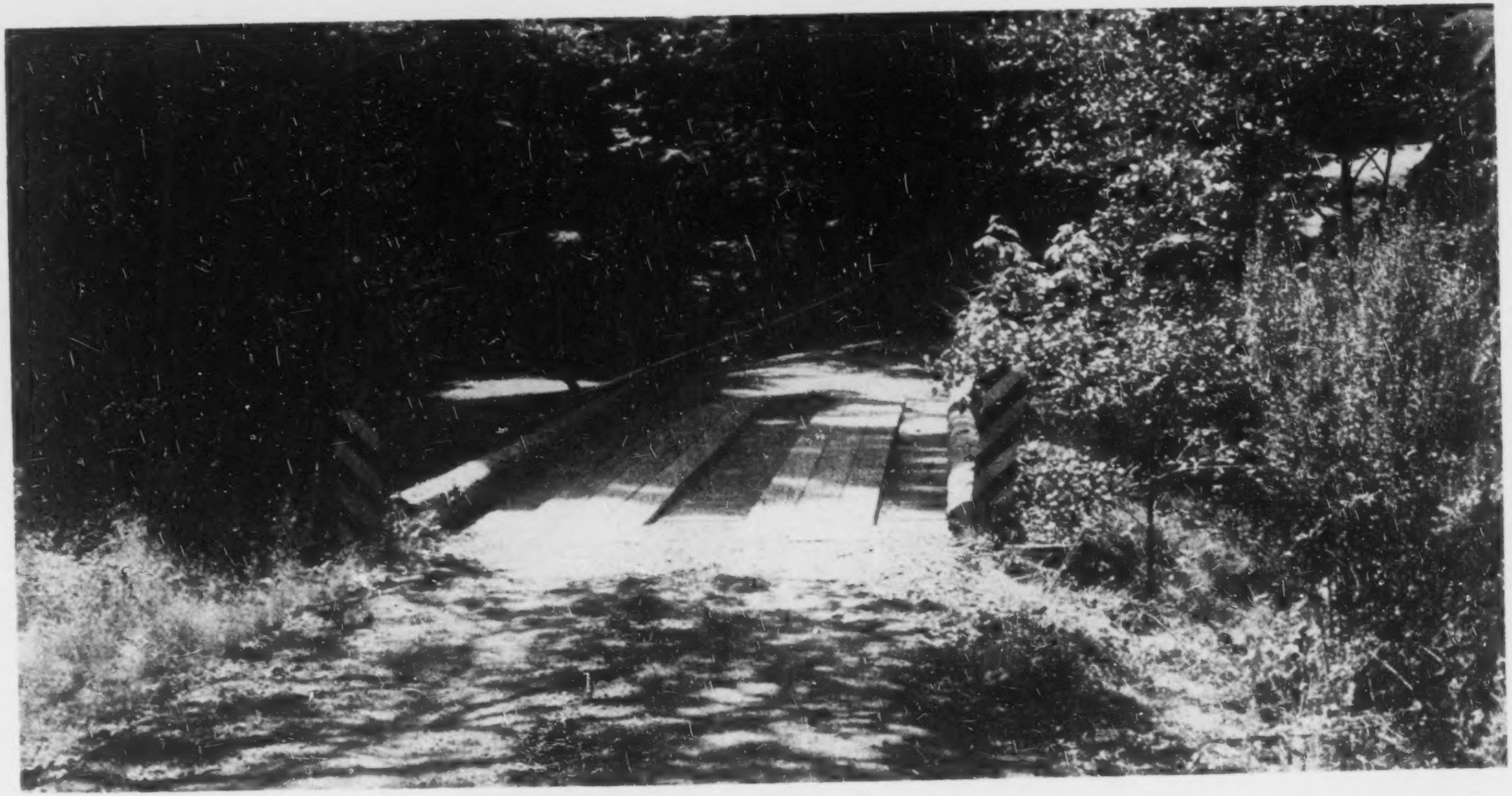


A typical slipout location.—This is on Blue Slide Road, an FAS route. The slipout drops off about 300 feet into the Eel River. We live with these locations for quite a length of time—note the height of trees in the slipout area.

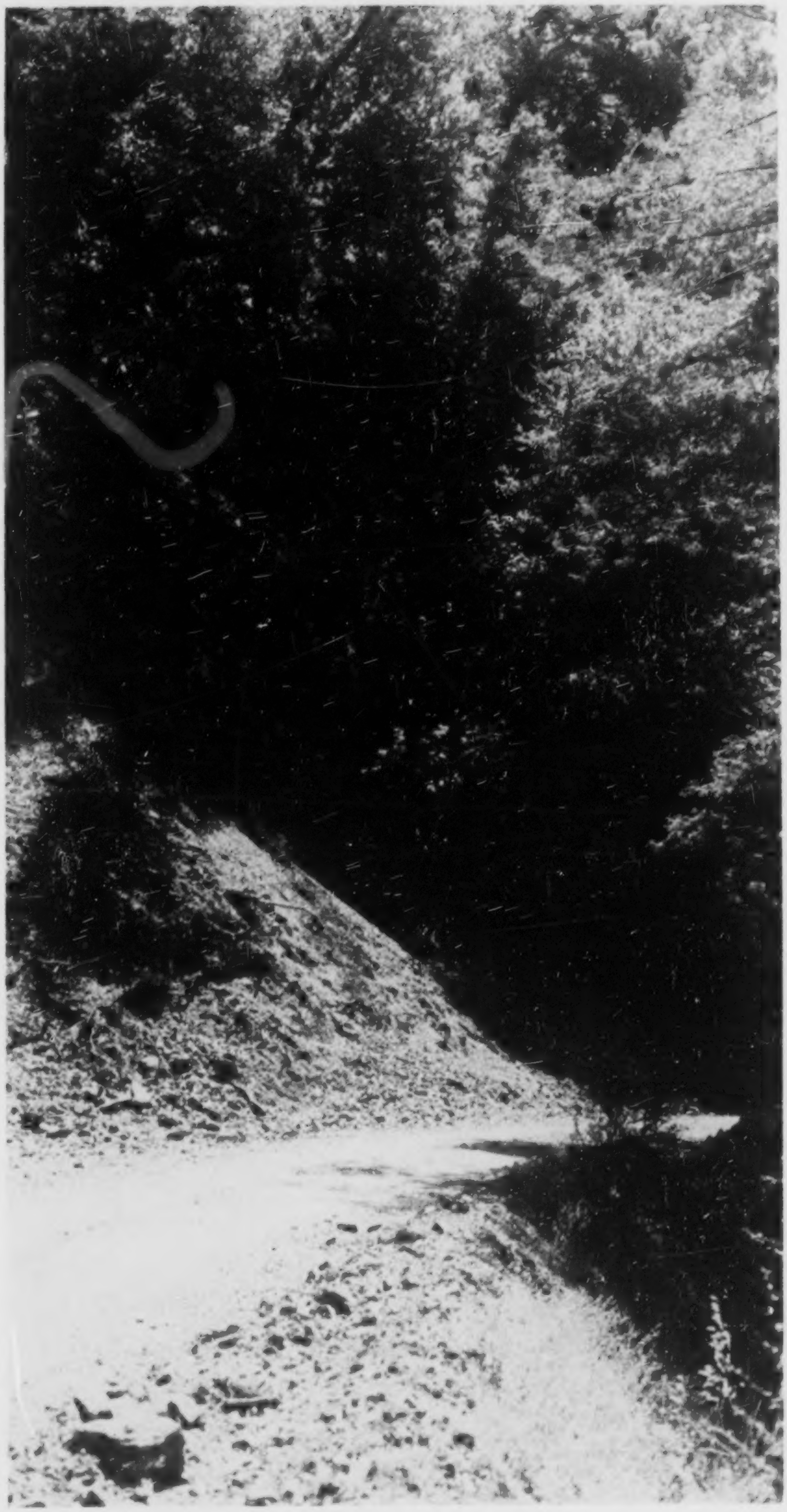
Another slipout location on Blue Slide Road.



Sonoma Creek Bridge No. 1.—A typical log bridge on one of our minor roads.

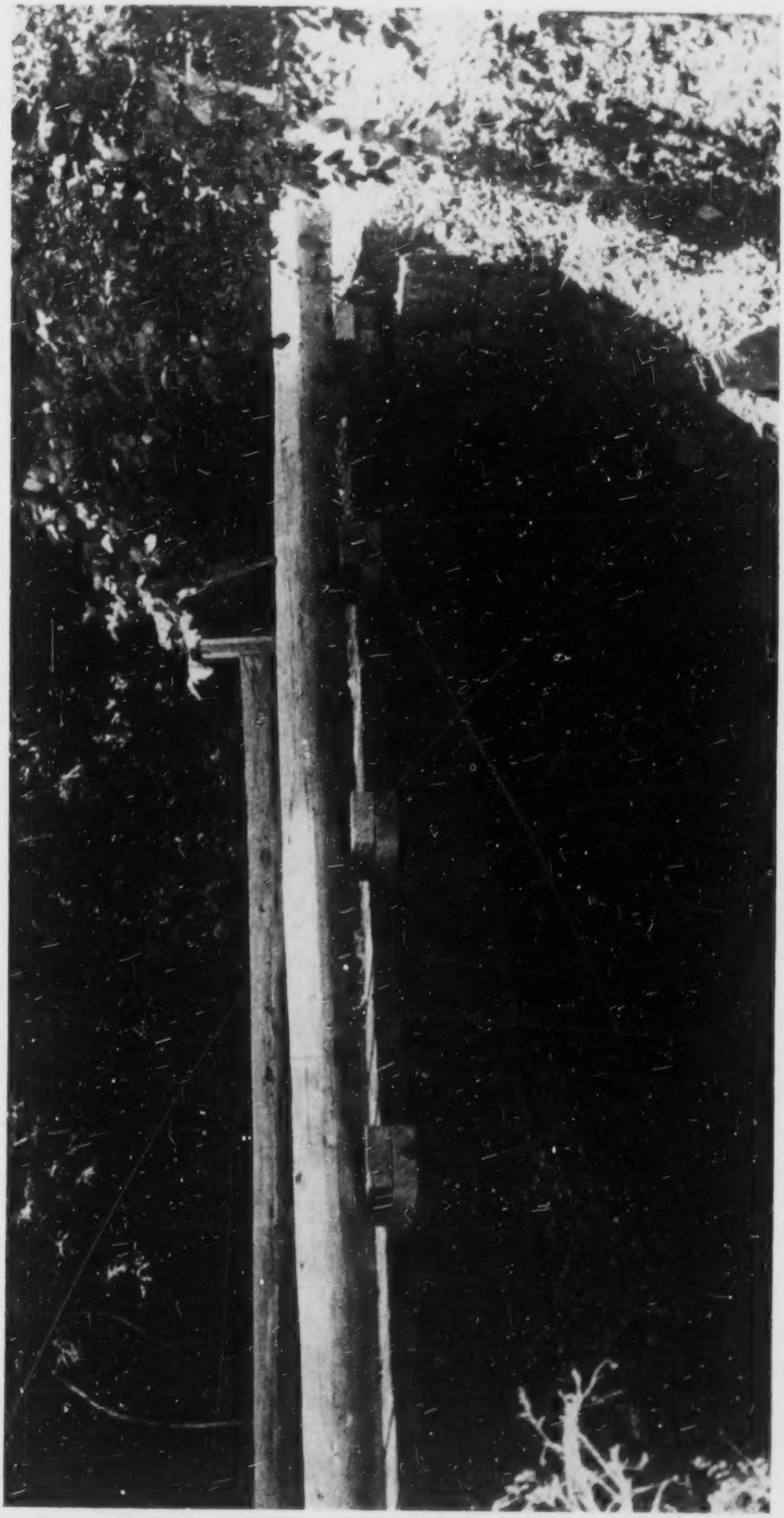


Sonoma Creek Bridge No. 1.

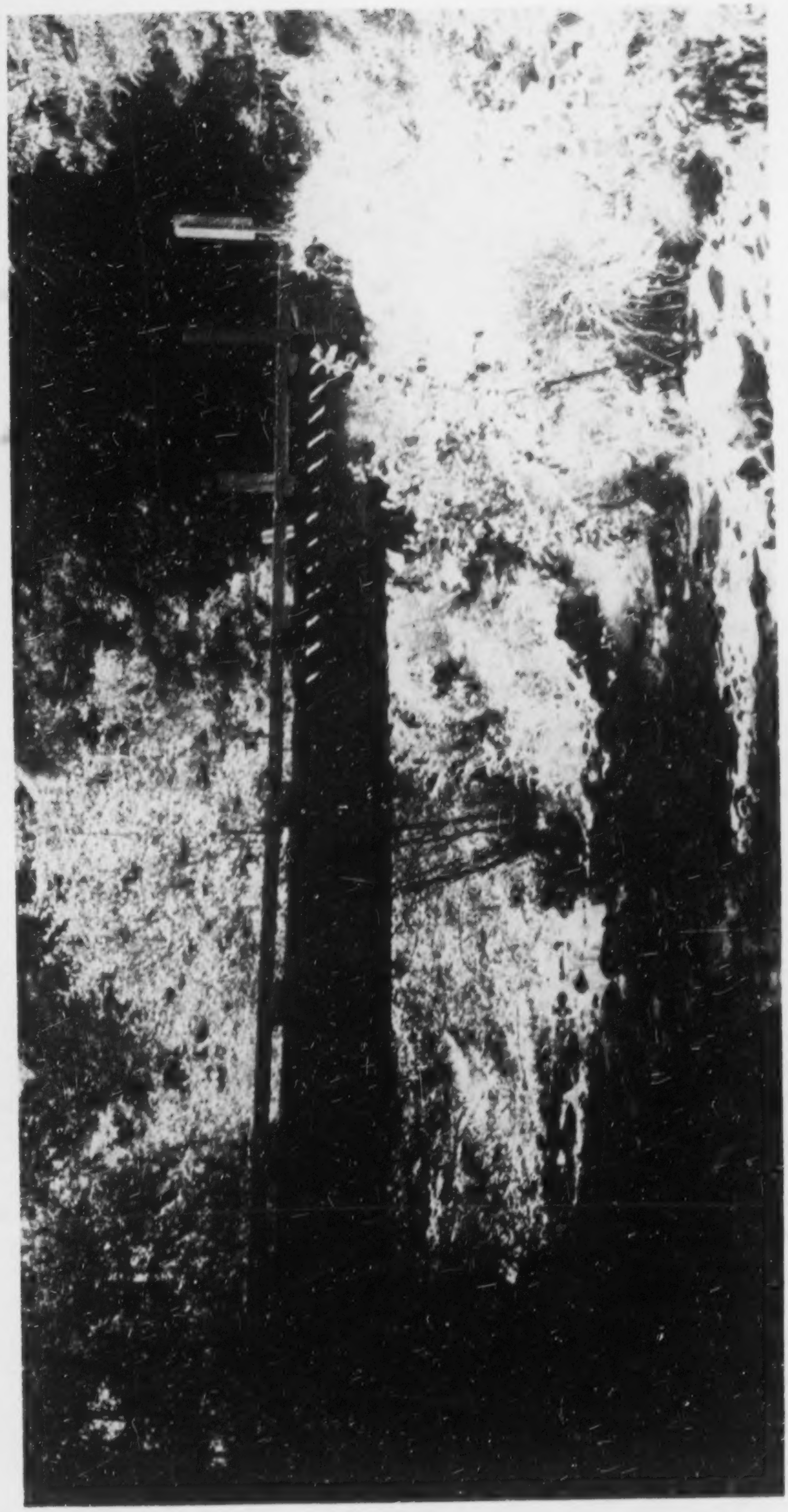


A typical slide on a minor county road.

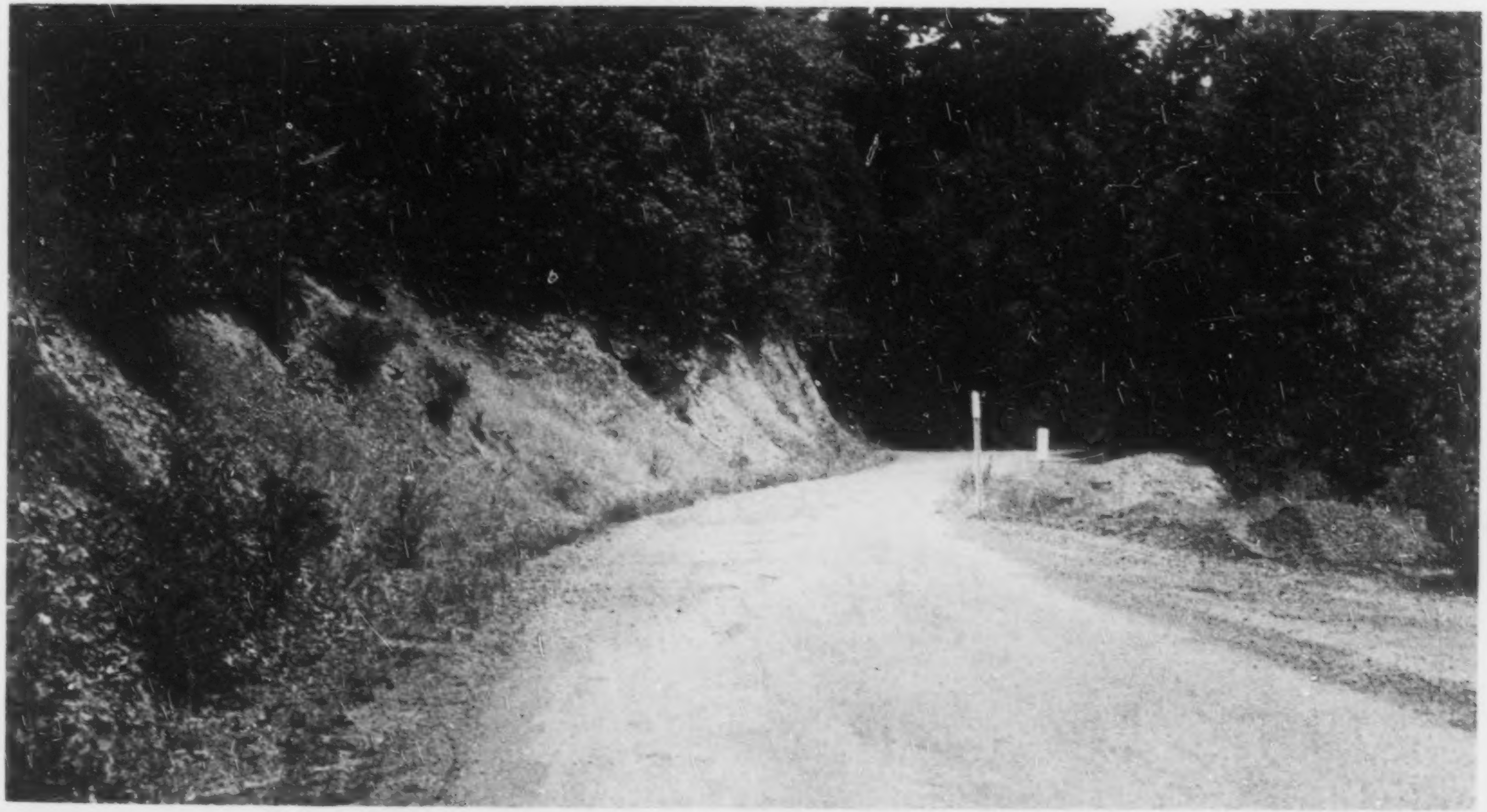
Sonoma Creek Bridge No. 2.—This log bridge has been repaired by our County bridge crew as can be seen in the next photo.



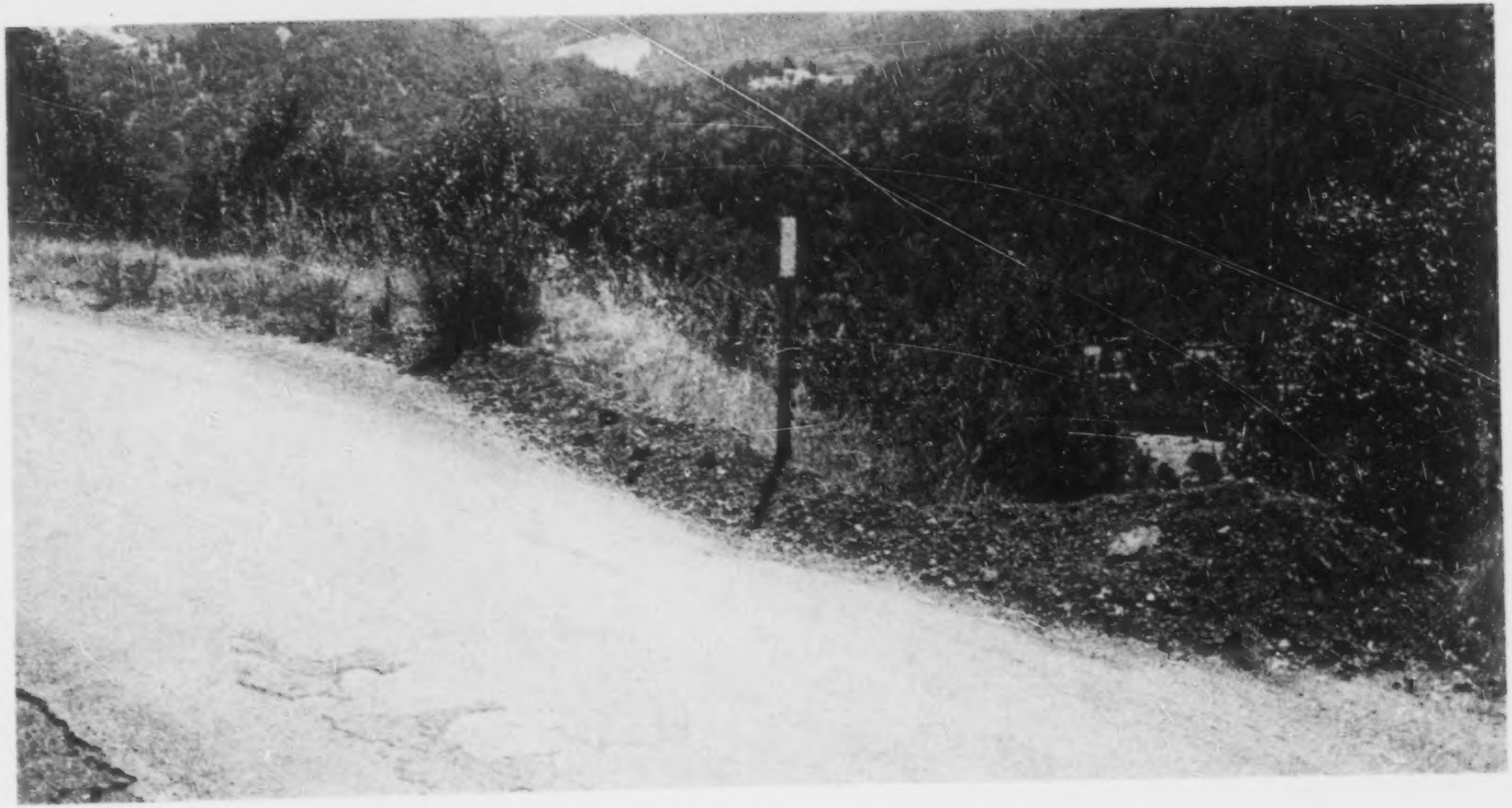
Sonoma Creek Bridge No. 2.



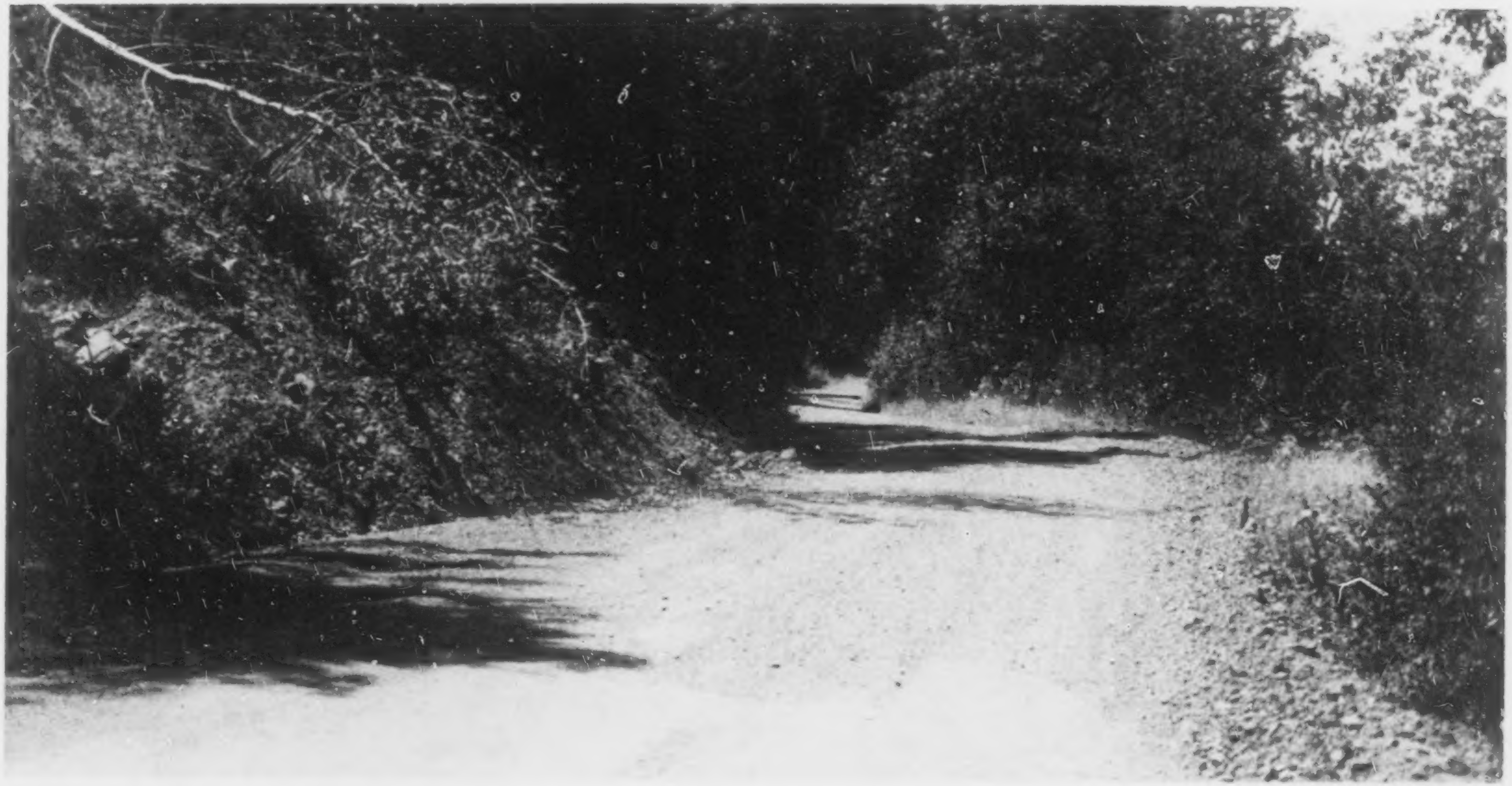
Sonoma Creek Bridge No. 3.—This single lane log bridge was eligible for replacement by the FHWA Bridge Replacement Program. It was declined due to lack of funds.



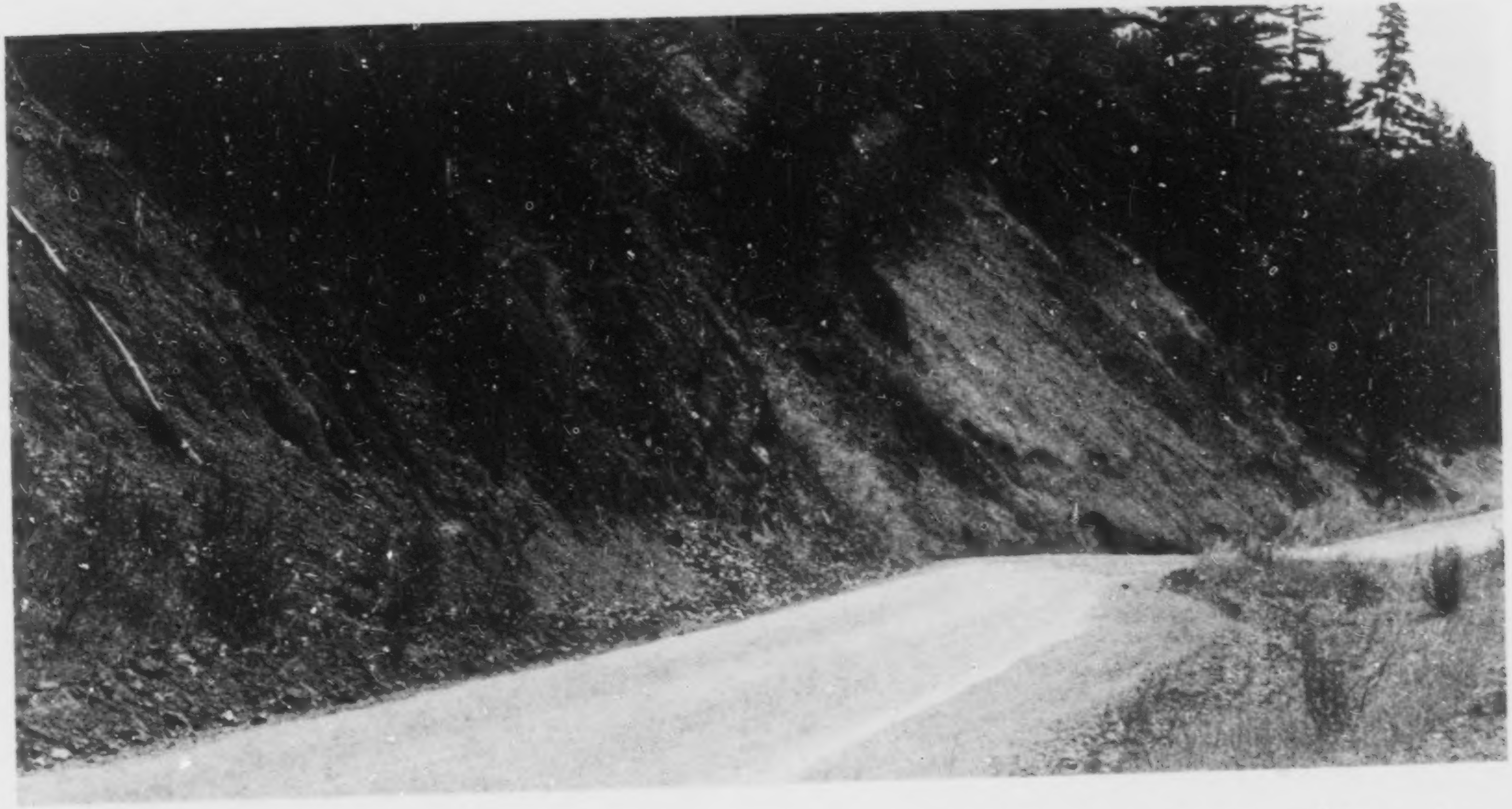
Typical slipout (Dyerville Loop Road).



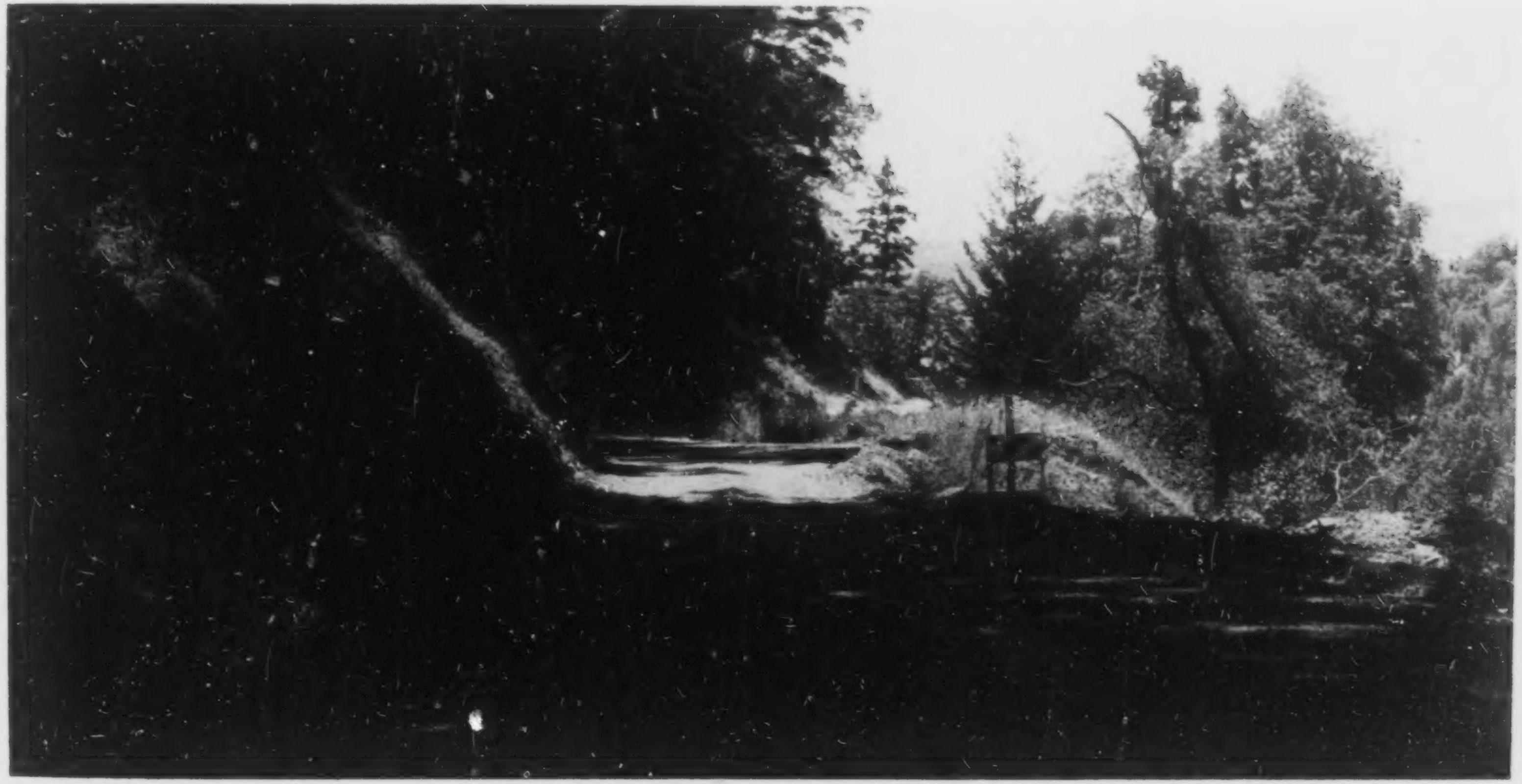
Typical slipout (Fort Seward Road).



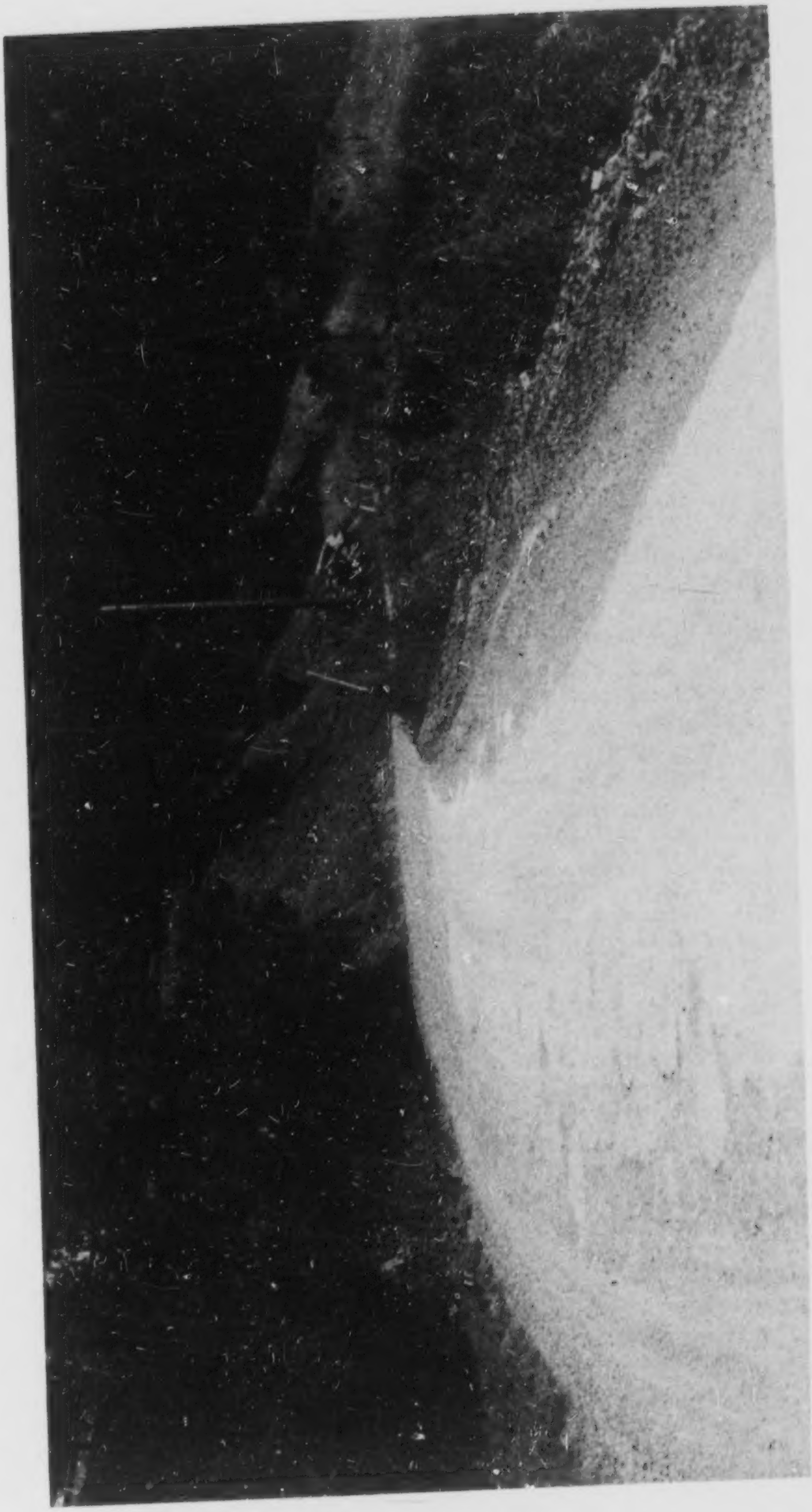
Typical slide (Fort Seward Road).



Typical slide (Fort Seward Road).—This is the top of a larger slide. Note the cracks above the road and the settlement of the road.



Typical slipout (Fort Seward Road).



Typical slipout (Alderpoint Road).

Mr. **Anderson**. Thank you very much.

I have made a couple of notes here, Mr. Pritchard. I just want to point out one thing. Your comment on the balance in the highway trust fund is something that bothers all of us. You used the figure of $12 billion. I'm one of those who would love to see our Highway Trust fund money spent the way it should be spent. When we tax the people on their gasoline, or diesel fuel, whatever it is, it goes into the highway trust fund, and theoretically it's supposed to be used to upgrade our highways and transit systems throughout the country.

The only thing is, and this is not a partisan matter, because I think it's been done by almost every administration since President Johnson. They have what they now call a unified budget. And so they like to leave a big balance in the highway trust fund even though they can only spend it for highway and transit. They can't use it—they'd like to have a big balance to help offset on paper the large deficits they have on general fund programs. They have this deficit, and they offset it with a surplus of $12 billion, so it makes the deficit look that much less. And they've been doing this, and they call it the unified budget, and obviously it's only purpose is to try and fool the American people, because the highway trust fund cannot be spent for anything except for highways, and bridges, and the like.

And so, I'm happy you brought this out. I think it's something that we all ought to scream a little more about. And I hope one of these days we can get the trust fund money away from being even considered in the same picture as the budget deficit. We have no deficit in the highway trust fund. We have a big balance there. But that's not what it's there for. It should be spent because we are so far behind in maintaining our infrastructure. We should spend our trust fund moneys to make things better, so I agree with everything you say about that.

Mr. **Pritchard**. I'm sure glad to hear that. We've been doing a lot of hollering at local and regional levels.

Mr. **Anderson**. You mentioned three points. One of them was maintenance. We have not got into that—we don't help maintain any local roads, whether it's county, or city, or State. In other words, what we do is give them, through various formulas, assistance with construction, but once it's been constructed, we then feel it's the State's responsibility, or the local government's responsibility to maintain it. So that's one thing.

Mr. **Pritchard**. Can I speak to that?

Mr. **Anderson**. Yes, I'd like to have you speak to that because that's something we don't do and I'd like to hear your views.

Mr. **Pritchard**. I know it's new, but I was—as just an example, and I'm sure I could use Mr. Bosco for this because we're very close friends, the people that vote for me are the same people that vote for him. The people that get killed on our roads are the same—are both of our constituents. So if we can save that person's life we're helping each other.

Mr. **Anderson**. I suppose one of the problems is when you build bridges or highways you can figure how many dollars it's going to take to construct a highway or a bridge. It's very difficult to have a formula that tells what a maintenance project is going to be. We don't have all the money needed for construction, but getting it for maintenance would be very difficult. The problem would be how to supervise and to have the control. I think that's one of the big concerns.

Again, it's something that through your Congressman, and through your Senator, you should express yourself if you feel that it could be changed. It will take a very complex law to be able to give money to all localities for maintenance, whether it be counties, or cities, or States, and still not find some shuffling around maybe where it shouldn't be spent.

Mr. PRITCHARD. Yeah, I hear you loud and clear. That has been done in the past, and in some places, but I can assure you that on the north coast where the quality of public work structures that we have up here, that if they got a penny it would go right into the county roads.

If you don't have any more questions on that I'd like to go over this priority list of the north coast counties. This was made up with supervisors from every county from San Francisco to Oregon, including Napa and Lake Counties. We had public works directors and supervisors there, and then it was taken to the main body and approved by them. It is prioritized by the group, and it was not done in one afternoon, or two afternoons. It took about—over a year to get the priorities on here that everybody would agree to, and we voted on this, and this is—it's submitted with this priority.

We've toured the roads, done all kinds of things. We give this list to the California Transportation Commission, and we have—I would say the north coast has an outstanding working relationship with the transportation commission, and with CalTran. We can't speak high enough of those two organizations.

And this list here we'd like to give to you for the record of which——

Mr. ANDERSON. We will make—that a part of the record.

[List referred to follows:]

NORTH COASTAL COUNTIES SUPERVISORS ASSOCIATION,
San Francisco, CA.

FOR 1985 STIP

CATEGORY I.—PROJECTS FOR CALTRANS TO ACQUIRE RIGHT OF WAY AND CONSTRUCT (0 TO 5 YEARS)

State Highway 101—Demonstration Project Richardson Grove Bypass—$65 m.

1. State Highway 101—Eureka Crosstown Freeway (portion from "P" Street to 0.5 miles north of Eureka Slough Bridge).
2. Willson Creek—Last Chance grade.
3. Willits Phase I.
4. Willits Phase II.
5. Squaw Rock to Hopland.

CATEGORY 11.—PROJECTS FOR CALTRANS TO INITIATE PRELIMINARY PLANNING AND RESEARCH (5 TO 10 YEARS)

1. North Oil Well Hill to Arnold.
2. Laytonville Bypass.
3. Leggett to Red Mountain.
4. State Highway 29—Highway 80 to Highway 12—Bypass.
5. Eureka Bypass Phase II.

CATEGORY III.—PROJECTS FOR LONG-TERM PLANNING (OVER 10 YEARS)

1. State Highway 101—Big Lagoon to Redwood National Park Bypass.
2. State Highway 101—Petaluma to Novato.
3. State Highway 29 Bypass (Phase II).

NOTE.—Category I, II and III projects are listed in order of priority within the respective categories.

Mr. PRITCHARD. We certainly appreciate that, and thanks for the time, and we really appreciate allowing us to come here. If you have any questions for these gentlemen. If not, we'll let you go on.

Mr. ANDERSON. Doug, would you like to——

Mr. BOSCO. No, thank you very much for your testimony, Supervisor Pritchard, Budge, and Stuart. I'm not going to ask any questions because we have so many people to testify that maybe we better get onto them. Thank you.

Mr. ANDERSON. Our next witness is Larry Dahms, Bill Lucius, from the Metropolitan Transportation Commission; John Vostrez, Gene Hardin, of CalTrans; Bob Stockwell, Marin County Board of Supervisors and Golden Gate Bridge District; John Eells, and Mark Riesenfeld of the Marin County Planning Department.

Mr. LUCIUS. Mr. Chairman, if we might, we'll break it down a little bit on this——

Mr. ANDERSON. All right.

Mr. LUCIUS. We've got so many of us coming up.

Mr. ANDERSON. I was wondering where you were going to sit.

Mr. LUCIUS. OK, Mr. Chairman.

TESTIMONY OF BILL LUCIUS, METROPOLITAN COMMISSION; GENE HARDIN, DEPUTY DIRECTOR OF CALTRANS; MARK RIESENFELD, MARIN COUNTY PLANNING DEPARTMENT; JOHN EELLS, MARIN COUNTY TRANSPORTATION COORDINATOR; BOB STOCKWELL, MARIN COUNTY BOARD OF SUPERVISORS AND GOLDEN GATE BRIDGE DISTRICT; AND LARRY DAHMS, METROPOLITAN TRANSPORTATION COMMISSION

Mr. LUCIUS. Mr. Chairman, Congressman Bosco, my name is Bill Lucius, representing Sonoma County on the Metropolitan Transportation Commission in the San Francisco Bay Area.

I'm a charter member of the Commission. I've been serving for 15 years. I have also been mayor of the city of Healdsburg; have served on the board of directors of Golden Gate Bridge Highway and Transportation District; I'm a former chairman of the California State Transportation Board, and I'm a member of Mrs. Dole's section 15 advisory committee for UMTA—Urban Mass Transportation Administration.

If I may digress just one minute. In your comments about the airport—the gentleman that then owned that airport, Hugh Cotti, just left, and he pointed out that when you flew that plane it was toilet paper, not ribbon, that you broke, Congressman. [Laughter.]

Mr. ANDERSON. I wonder if they ever put that strap back in the airplane.

Mr. LUCIUS. I'm not so sure about that, but that piece of property is now owned by Golden Gate Transit. It's a bus yard. So I just point that out.

I'd like to personally thank Congressman Doug Bosco for arranging for this hearing regarding the Route 101 corridor, and I want to especially thank you, Mr. Chairman, for taking your time to come to our area and hear our concerns.

The entire Marin-Sonoma 101 corridor is rapidly growing. In fact, Sonoma County is second only to Santa Clara County in the rate of growth in jobs within the bay area. All this growth has put a tremendous strain on our transportation facilities.

MTC has worked closely with our local jurisdictions to solve our problems. It's also been working closely with Congress, as you know, to develop programs to assist us. Your leadership, Congressman Anderson, has been beneficial to our region; and in particular, I want to thank you for your role in securing Interstate funding for the Nimitz Freeway.

I'll at this time, with your permission, turn it over to Gene Hardin, the deputy director of CalTrans district 4. And he will have a brief statement. Mr. Hardin?

Mr. HARDIN. Thank you, Bill.

Mr. HARDIN. Chairman Anderson, Congressman Bosco, ladies and gentlemen, my name is Gene Hardin. I'm a deputy district director for District 4 of the California Department of Transportation in San Francisco, and I'm substituting here for Mr. Bachtold, who is the district director.

My presentation will be in broad terms, and subsequent speakers will cover some of the areas more specifically and with more focus.

I appreciate the opportunity to appear here today to discuss the State Highway Route 101 corridor, and I'd like to mention that in addition to the 5 year transportation improvement plan, CalTrans has prepared a 20 year highway system plan which identifies the 20 year highway needs and what we feel should be implemented within that concept in terms of the numbers of lanes that is practical to provide.

Our route concept indicates that an eight lane freeway is generally the practical limit of what should be provided within the existing right-of-way between the Golden Gate Bridge and Santa Rosa because development adjacent to the freeway generally makes it impossible to take additional right-of-way.

Even with a widening to these lanes it would be necessary to employ other transportation strategies to provide adequate transportation service.

Now, these include improving parallel roads, such as Stony Point Road that was mentioned earlier, and the city streets, and county roads, increase transit, transportation system management strategies such as high occupancy vehicle lanes, ramp metering, park and ride lots, and so forth. And some of these items will be discussed in specific detail later.

The 20 year route concept we're considering would provide for an eight lane freeway from the Golden Gate Bridge to Santa Rosa, an initial six lane freeway from Santa Rosa to Healdsburg, and a four lane freeway from Healdsburg to Mendocino County.

In summary, I'd like to say then that the long range transportation needs of the 101 corridor are not going to be resolved with improvement of State highways alone. It will take a cooperative effort on the part of Federal, State, and regional, local governments, and the private sector, in my opinion, to revive the needed multi-level and many faceted transportation facilities to accommodate the safe and efficient movement of people and goods in the future.

And I thank you, and I think that to some extent Supervisor Rudee has set the realm for the—certainly fcr what I said in the last part tnere. And other speakers will focus on it in more detail.

Mr. Lucius. Mr. Chairman, with your permission we bring up the Marin County Group. Bob Stockwell is going to be carrying that group. Bob is a Commissioner of the MTC, and is also a director of the Golden Gate Bridge, and I think he'll be talking on behalf of the Golden Gate Bridge at this time.

We'll have Mr. Dahms sum up for MTC.

Mr. Stockwell. Good morning, Mr. Chairman. I would like to introduce Mr. Mark Riesenfeld, who is our director of planning for Marin County. He will speak first, followed by Mr. John Eells, who will focus on specific 101 corridor studies and resolutions or solutions that we are bringing forward, and I'll close with comments about transit subsidies.

I do wear three hats. I'm the chairman of the Marin County Board of Supervisors and a member of the bridge district board of directors, and a commissioner to the Metropolitan Transportation Commission.

So I'd like to at this time turn the microphone over to Mr. Riesenfeld.

Mr. Riesenfeld. Thank you, Bob.

Mr. Chairman, and Congressman Bosco, my name is Mark Riesenfeld, director of planning for Marin County.

I would like to take this opportunity to speak to you briefly on the critical relationship between local development policies and implementation of transportation programs.

LOCAL GENERAL PLAN POLICIES

Mr. Chairman, California State law requires all cities and counties in this State to prepare general plans for guiding their future growth and development. One of the key focal points in these local general plans is the relationship between the location and distribution of residential, industrial, commercial, and recreational uses, and the ability to provide adequate transportation facilities to serve these uses. Simply put, local general plans attempt to outline where future jobs and housing should be located, and how people will travel between their homes and their jobs.

TRANSPORTATION—A KEY INGREDIENT IN THE IMPLEMENTATION OF LOCAL GENERAL PLANS

Local general plans normally rely on a variety of transportation assumptions regarding the capacity of local roads, highways, and interchanges, and the public's willingness to use public transit, car pools, or van pools, and the availability of funding for highway and transit projects.

It is critical for Congress to fully recognize that one of the most fundamental assumptions which has historically been made by local governments in the preparation of their general plans is the assumption that major funding for costly highway and transit improvements needed to accommodate future growth will be forthcoming primarily from State and Federal sources.

The assumptions that local governments make on highway and transit utilization, and funding availability, form the basis for the transportation policies which are used to make decisions on a regular basis. These local decisions made day-to-day and week-to-week, cover a number of areas, including development permits for housing, commercial, and industrial projects; public recreational facilities, such as parks, or sports stadiums; capital programs for roads, highway improvements; and transit facilities, and public transit programs.

CRITICAL NEED FOR CONTINUED FEDERAL TRANSPORTATION ASSISTANCE

Mr. Chairman, maintaining continuity in Federal transportation assistance to local governments is critically important for a successful implementation of local general plans.

Local governments throughout California will be seriously inhibited in their ability to implement their general plans if Federal transit or highway assistance is greatly reduced or even discontinued.

Even short-term suspensions of Federal transportation assistance poses a substantial threat to the validity of local general plans and the future development decisions local governments must make on a regular basis.

The possibility that local funds alone can handle the infrastructure requirements which accompany future development appears quite remote indeed.

For example, just the high occupancy vehicle projects on Highway 101 in Marin County which have not yet been programmed for implementation in the State transportation improvement program may cost as much as $150 million. By comparison, Marin County's total annual operating income from property taxes used to fund a broad spectrum of countywide programs such as police and fire services, is only $30 million per year. The county can certainly supplement this property tax income with revenue from traffic mitigation fees levied on new development; however, it is important to recognize that these mitigation fees cannot realistically be expected to fund needed improvements on local streets, 101 interchanges, and mainline 101.

In short, it is simply not economically feasible, or equitable, to saddle new development with the full cost of mitigating existing as well as future traffic congestion problems on mainline 101.

As this example clearly illustrates, the cost of major transportation improvements which local communities are counting on to accommodate future growth far outstrips their funding capabilities unless State and Federal assistance is available. Thus, like most cities and counties in California, Marin County's ability to successfully implement its general plan is largely dependent on implementation of major transportation improvements which the county cannot afford on its own.

Mr. Chairman and Congressman Bosco, thank you for this opportunity to speak to you this morning. I will be available for questions, if you have any. Right now I'd like to introduce John Eells of our planning staff, who will speak more specifically on some of the Highway 101 funding issues, and on our 26 agency 101 corridor study.

Mr. **Anderson**. Mr. Eells.

Mr. **Eells**. Mr. Chairman, and Congressman Bosco, I'm John Eells, transportation coordinator for Marin County. I'm here today to speak on behalf of Supervisor Bob Roumiguiere, who is chairman of the 101 Action Committee.

In the first half of my presentation I will summarize phase 1 and phase 2 of the 101 corridor study.

In the second half of my presentation I will focus on some of the highway funding issues that Congress has to make decisions on which affect what we're trying to accomplish here on 101.

Following my presentation Supervisor Stockwell will highlight the possible impacts of considered reductions in transit funding on our 101 corridor efforts.

In 1983 the communities in the 101 corridor recognized the need to join together in a cooperative effort to solve the problems on 101, recognizing that they cannot be solved alone. The 101 Action Committee was established with 26 members including Marin County, Sonoma County, San Francisco, 11 cities in Marin County, 5 cities in Sonoma County, Golden Gate Transit, Sonoma Transit, CalTrans, the Highway Patrol, the Association of Bay Area Governments, and the Metropolitan Transportation Commission.

Phase 1 of the corridor study took a little more than a year to complete. It was completed in December 1984. It included three primary tasks. Under the first task we conducted an indepth travel analysis to identify the transportation needs over the next 20 years.

In the second task we developed a long list of possible alternatives to meet these 20 year needs.

And in the third and final task we narrowed down a long list of alternatives to a preferred alternative for the 101 corridor for all three counties. This preferred alternative, which Supervisor Rudee mentioned briefly, is a multi-model approach that includes completion of high occupancy vehicle lanes on Highway 101 from San Francisco all the way to Santa Rosa to encourage express bus use, van pooling and more car pooling.

We also included in this phase 1 preferred alternative the development of the Northwestern Pacific right-of-way as a transit-way to be used by buses and/or light rail vehicles. This transitway would extend from Larkspur all the way up to Novato, and perhaps eventually up to Santa Rosa.

We also included expanding and improving the local bus service in both Marin County and Sonoma County, and expanding and improving the ferry service to San Francisco.

Also included was construction of parallel arterial roads such as the Stony Point Road that we are talking about today in depth.

And finally, it included transportation systems management actions as CalTrans mentioned in their speech, including ramp metering, parking management, flexible work hours, those types of things.

In phase 2 of the 101 corridor effort we will prioritize components of phase 1 preferred alternatives and develop specific implementation of funding strategies, keenly aware of the fact that the phase 1 preferred alternative has a billion dollar price tag and we don't know if we're going to be able to raise that amount of money, so we will have to look at other options and prioritize these options as well.

We will be incorporating the priority improvements into an overall strategic plan for the corridor. It's pretty clear at this point that this strategic plan will include the completion of the HOV lanes from San Francisco to Santa Rosa to encourage greater use of transit, ridesharing, and van pooling.

It will also probably include utilization of the NWP right-of-way as a transit-way for buses and/or light rail vehicles. And will certainly include completion of parallel arterial roads like Stony Point.

However, shortfalls in both State and Federal funding could jeopardize each of these components. And with that in mind I'd like to spend a little bit of your time talking about what we see as major Congressional actions and decisions that affect our ability to implement our phase 1 preferred alternative, particularly the highway components in my speech, and the transit components in Supervisor Stockwell's speech.

As you know, every year California adopts a 5 year transportation improvement program for new highway facilities, for rehabilitation projects, and for operational improvements on the existing system to make it work better.

This STIP—this capital improvement program that we've just adopted in 1985 for a 5 year period, includes $7.7 billion worth of projects. That may sound like a lot of money, that may sound like a substantial program, but in reality it's quite modest when compared with the overall need. It's been estimated at $27 billion by CalTrans in a 1984 study.

Even though the STIP is relatively modest in its program, it faces substantial funding shortfalls right now just in the next 5 years, substantial shortfalls just in this modest program. This is leading the California Transportation Commission to put together a hit list, as we call it, of programs, projects that are going to be delayed, or perhaps even deleted over the next 5 year period.

The impact of this hit list could be particularly severe on Highway 101, and I'd like to elaborate a little bit on the reasons for that.

In rigorously pursuing the completion of Federal interstate projects Congress has offered many incentives for States to use in maximizing their Federal interstate dollars. This dramatic emphasis on Interstate has been largely at the expense of Federal-aid-primary highways such as 101. While Federal-aid-primary highways compose over 70 percent of the State highway system in the State of California, Federal-aid-primary highways are only receiving 20 percent of the money from State and Federal sources. And while Interstate freeways comprise only 15 percent of the overall State highway system, they're receiving more than two-thirds of all of the State and Federal highway money in California.

As a result of this skewed funding situation, rural counties throughout the State, and urban counties like Marin and Sonoma, that do not have Federal interstate programs are watching most of the money, in fact 70 percent of the money, going to just eight urban counties. Seventy percent of the money going to eight counties, and the other 50 counties are scrambling for the remaining 30 percent.

With this problem here, the scrambling for the remaining money, it doesn't look that good for our chances to get the highway improvements we need on 101 over the next 20 years, since we have to scramble for such money in short supply.

There are two principal factors contributing to this funding outlook, this bleak outlook. First of all, there's been a decline in the level of Federal funding for non-Interstate highways in California that's been a direct result of increases in the Federal Interstate Program in California.

And second, as the chairman mentioned earlier, we have the issue of the State's obligational authority, which has been reduced, and this is the method that's used to show deficit reduction in funds basically that are just in trust funds for highways and don't really reduce the deficit at all. But we've got the obligational authority being used here to reduce the deficit theoretically, and that is reducing the amount of money that can actually be spent.

The shortage of primary funding that is so dramatic is a direct result of Congressional incentives to maximize the Federal Interstate programming in the States, including California. In response to this emphasis from Congress, the State Transportation Commission has already taken some action. It has specifically directed CalTrans not to pursue additional Interstate discretionary funds until the non-Interstate and Interstate rehabilitation projects have been fully funded. So we're no longer trying to maximize the amount of Federal Interstate moneys in California without funding for these other priorities—we're trying to achieve a balance now.

While this action will certainly be very helpful to all of our 101 efforts because it will reduce the amount of Federal Interstate money that's taken away from our primary money, it's not enough to achieve the 101 projects that we need so badly, particularly the HOV lanes, and some of the other projects, like Stony Road, alternatives that we talked about too.

To achieve a timely completion of all of these types of projects we need some real effective Congressional action on basically four major points.

First, we could really use an extension of the Interstate Program beyond 1991 to reduce some of the pressure to use this money so quickly that it's being done at the expense of other Federal Programs like Federal-aid-primary.

Second, we could use a raise in the California's obligational authority at least to 95 percent. It's currently at 93 percent. It's proposed to go down to 90 percent, and that's just a fictitious reduction in the budget deficit. This money really isn't reducing the deficit. There really isn't any purpose to be served in reducing our obligational authority in that manner.

Third, and perhaps one of the more controversial considerations on your part, a Federal gas tax increase, and, in particular, some indexing of the Federal gas tax so that it keeps up with inflation.

And fourth, and finally, consider increasing rather than decreasing funding for Federal aid urban, and Federal aid secondary highway moneys that can be used for alternative parallel arterials such as Stony Point.

I'd like to thank you for your time and consideration and turn this over to Supervisor Stockwell who will talk more specifically on the transit issues.

Mr. **Stockwell**. Thank you, John.

Mr. Chairman and Congressman Bosco, I've got a prepared statement which you have, and I'm going to depart from that somewhat to try and speed up the process here in order to——

Mr. **Anderson**. It will be made part of the record.

Mr. **Stockwell**. I understand that.

The point that I'm going to be speaking about today are the adverse impacts that reductions in Federal transit assistance program could have on our efforts to improve traffic conditions in the 101 corridor. And I'd like to say that while some of us were waiting, and we know that you were on your way here to the meeting this morning, we were hoping that you weren't stuck in traffic, and then I think we kind of slapped ourselves and said, "Golly, if he gets stuck in traffic real bad we don't have to have a hearing."

But in any case——

Mr. **Anderson**. Whose side are you on?

Mr. **Stockwell**. I'm not sure which side I want to be on at a time like this.

The issue of the Highway and Transportation Network in the 101 corridor is one that I spend probably 50 percent of my time on on a daily basis, and has become a consuming interest because I represent the northern part of Marin County as a supervisor and I am also a member of the bridge district and MTC. The entire region is reaching a choke point that is one that we simply must deal with, and we're hoping that the partnership that we're asking to keep in place, and, in fact, to enlarge upon, is one that will be received well by Members of Congress, and that your support in doing the kinds of things we're requesting today will, in fact, bring us the results that are necessary to allow us to have a land use and transportation plan that, in fact, allows this corridor with its three counties that we represent in the 101 corridor action effort, but, in fact, from San Francisco all the way to the Oregon border, have the ear of Congress, and have the ability to put together that partnership with your help.

So, if I can, I'd like to comment briefly on some of the key points that I think need to be touched on today.

We have a rather ambitious program, and we want to increase transit ridership, as a result of our phase 1 preferred alternative which has four components that I think need to be brought to your attention.

One is the utilization of the Northwestern Pacific right-of-way, as a transit-way for buses and/or light rail, vehicles providing fast, convenient, and efficient transit service.

Second would be the completion of the HOV network which has been referred to in several comments beforehand, and this is from San Francisco all the way to Santa Rosa. Perhaps one of the most successful HOV projects that we have is the section in Marin County right now. We think that that success can be broadened, and we feel that with the plan that has come out of the 101 corridor action program, we can, in fact, increase the reliance and dependency on transit, and that not build more freeways, but, in fact, make a better utilization of the freeways that we have in place.

We have committed, and will continue to commit to a major improvement and expansion of trans-bay and local bus services. We know that we have to provide the service in order to get the people to ride it, and it's a spiral that must go upward and not downward.

We need the major improvement and expansion of trans-bay ferry services. As you know, the Golden Gate Bridge district operates a ferry system across the bay. It has not been what we would call eminently successful, but it is our intent through the bridge district, and through the private sector, to increase ridership on the ferries, and from some 3 percent of the trans-bay commuters to as much as 10 percent. And if we can do that as a part of the 101 program, we feel we'll be eminently successful in providing part of the solution.

The transit program called for in the phase 1 preferred alternative would require $150 to $300 million in capital outlay expenditures and operating subsidies of $30 to $40 million per year over and above existing subsidy levels. The magnitude of these capital and operating costs is clearly beyond what local government would be able to afford on its own. Thus, it is clear that maintaining full funding for the section 3 and section 9 transit assistance programs is critically needed for the North Bay region to achieve its ridership goals.

The 15-percent reduction in transit assistance programs adopted last week as a part of the House Senate compromise budget, would only serve to widen the enormous gap between the bay area's transit capital and operating needs and the local State and Federal funding available to meet these needs. As this gap between the bay area transit needs and transit funding widens, and the competition for limited transit assistance becomes even more acute, the chances of achieving our transit goals decrease accordingly.

Unfortunately, the north bay region may begin to feel the adverse impacts of this reduction in transit funding in the very near future. The implementation of the NWP transit-way has already begun in earnest with the filing of a section 3 application for acquisition of the remaining right-of-way between Larkspur and Novato. If we are unable to secure the section 3 funding due to Federal transit cutbacks, then one of the key components of our strategy for dramatically increasing transit ridership will be in jeopardy.

The local communities in the 101 corridor recognize that we will need to generate substantial amounts of local funding in order to dramatically increase transit ridership.

As a local public official I do know first hand the kind of pressure that you at the Federal level face in regards to tax increases of any sort. We are subject to the same pressures here, and perhaps as being a little closer to home people call us in the middle of the night and tell us what they think of our tax proposals. I'm not sure you get that kind of activities in your home district, or in Washington, but I would not be surprised if you did.

Mr. ANDERSON. You're kidding. On the last tax increase raising everybody's gasoline taxes 5 cents, my name was on top of the bill. Everybody in the country got that tax.

Now, do you think nobody called me? I got letters. I got——

Mr. STOCKWELL. I'm calling to wonder where the money went.

Mr. ANDERSON. It goes into highway construction and transit throughout the Nation.

Mr. STOCKWELL. Well, ever since AT&T raised it to 20 cents per phone call I think that's helped our lives a whole lot.

Mr. BOSCO. Not that they call you. It's what they call you.

Mr. STOCKWELL. That's right.

Mr. ANDERSON. It's what they say sometimes.

Mr. STOCKWELL. You've got that right.

In any case, we're keenly aware of the need to provide a partnership, and we are working in the corridor action plan to develop through MTC a funding package that will generate the local share necessary to attract the Federal funds. We recognize that we have to be players. We've got that message very clearly from our last visit to Washington with the bridge district, talking about the NWP application, and we know, and probably have known this for a long time. We've been not too anxious to step up to the line that, in fact, our local share is going to be much bigger than we ever anticipated. But we're committed to do that.

This partnership between local, State, and Federal Government, and the private sector, is what will make or break this program.

As I previously mentioned, the local agencies in the 101 corridor will be diligently working to develop the local funding sources to carry out our part of that partnership. We will also be working closely with the State legislature to secure a stable source of revenue for the State Transit Assistance Program so that the State will be able to carry out its role in the funding partnership.

And, finally, in order to insure that the Federal Government will be able to participate in the transit funding partnership for the north bay region, we would like to strongly encourage Congress to do two things.

One, fully maintain existing funding levels for the Federal section 3 and section 9 Transit Assistance Programs; and two, continue the current level of section 9 funding for operating assistance. And, with that, I thank you for your indulgence. Mr. Chairman, we stand ready to answer any questions.

Mr. LUCIUS. To conclude our presentation, Mr. Chairman, with your permission, Mr. Dahms will be the final commentator from MTC. Mr. Dahms has been our executive director for a number of years, and I personally consider him one of the outstanding planners in the United States.

Thank you very much, Mr. Chairman.

Mr. DAHMS. Mr. Anderson, and Mr. Bosco, I am pleased to see that Congress is in recess so you can spend some time in California. I'm sorry to see that while Congress gets a recess, Congressmen don't, and you have to work even though you are recessed. Anyway, your work is to our benefit and we appreciate your being here.

Mr. ANDERSON. I had to get up at quarter to 5 this morning to get here. Yesterday morning our first meeting was in another part of the State at 8 a.m. The day before that our first meeting was 9 o'clock in the morning. Last night we went until 10 or 11 o'clock. So I go back to Washington to rest up. [Laughter.]

I have a hunch Doug does, too.

Mr. **Dahms**. I'll try to be brief so you won't be out too late tonight.

The—my remarks are short because they simply reinforce what others are saying, that Route 101 is a major route, and although it has a primary designation, in this part of the region, it could be viewed as an Interstate. It is not financed as an Interstate, but could be viewed as an Interstate road because it serves that function. It is the only north-south arterial for Marin and Sonoma Counties. Further, it's the dominant force for development in this corridor, so it's not any surprise then that it is congested at the peak hours over most of the route between San Francisco and Santa Rosa.

We have been fortunate, and I think innovative in expanding the capacity of the corridor to provide mobility for residents through a series of investments, including the work by Golden Gate Bridge district with buses and ferries, and including the HOV lanes that CalTrans has been providing.

These investments have enabled 101 to continue to function. We appreciate the leadership of you and your committee for supporting these investments.

Congressman Bosco's support of the Stony Point Road is also supported by MTC because it's another innovative proposal to improve the 101 corridor. The objective of this improvement is to take local traffic off of 101 so 101 can fulfill its primary function.

This project is, in my mind, a classic example of where given funding flexibility, improvements in a parallel facility can substantially improve the operation of the major highway facility.

One of our commissioners, Joe Bort, testified in Washington before your committee just last June, and indicated his belief it's no longer helpful to make hard distinctions between interstate, primary, Federal aid, urban, and even transit investments in urban and suburban areas. The whole system can work better if we tailor our investments to each community.

So in the short run we seek a demonstration project for the Stony Point Road to show how a modest investment in a parallel route can be—can make a major improvement in the main corridor.

In the longer run, 1990 and beyond, or the postinterstate period, we would like to work with you to develop legislation providing greater flexibility in highway and transit funding.

And that concludes my statement.

Mr. **Anderson**. I don't have many questions, but I did want to make a comment because several of you have referred to something I want to bring you up to date on if you're not already there.

We have a bill that we've introduced, H.R. 3129. I would hope that some of you would write that down. It is the bill, and Congressman Bosco is a cosponsor of it, that has $10½ million for the Bosco bypass. It's H.R. 3129.

But to address some of the other comments that have been made, it also is in this bill we do several of the things that the California

Transportation Commission asked for. One of them is to continue the 85 percent minimum apportionment program.

The second was to increase the obligation authority, and we do that For example, from the years 1980 to 1985 obligation authority was $7.9, $8.78, $12.1, $12.5, and $13.2 billion for this year. In our bill starting next year, we raise it from $13.2 to $13.6, $14.2, and $14.8 billion for 1988, $15.4 and $16 billion by 1990. That's a sizable increase in the obligation authority which several of you have referred to today.

It also extends the program, the interstate program, through 1991. Now, the CTC asks us to extend it to 1992, but I think that was just not possible.

So we're doing pretty much what some of you in the CTC asked us to do.

And I do have one—a kind of a question. Maybe I better let Mr. Bosco ask anything he has because I was going to ask Gene Hardin to come back since he's the only CalTrans guy that can answer the question.

Mr. Hardin, earlier I think it was—Helen Rudee, who pointed out, or made the distinction on 101. She said that 101 is a primary, and she referred to them as rural primaries, or something like that.

In the figures you said you could build the parallel roads much cheaper than you can bring 101 itself up to meet the current demands because you'd have to widen, and do everything else that has to be done to bring it up to meet capacity needs.

Is that a finding of CalTrans that rather than taking 101 and improving it onsite, that it's actually cheaper and maybe even better to move it over, and build a parallel road? Would it be cheaper, and if so, how much cheaper is it?

Mr. **Hardin**. It's really difficult to make a broad general statement, but except in these terms, you can generally figure that a freeway with the extensive access control, expensive interchanges that are used for access, is a pretty expensive way to carry short trips. So if you're talking trips 1, 2, or 3 miles, and again, what is a short trip in an urban area, or rural area.

So you can generally say that if you can pull shifts off of the freeway you'll not have the freeways—by a parallel road. It will be cheaper because you'll not have the access to go on the sensitive interchanges.

But as to what would be the situation in a given individual case you'd simply have to start with traffic generation, and a specific engineering analysis to see what the consequence would be.

And certainly in this case, in my opinion, Stony Point Road, is a very effective project. That's as specific as I can get.

Mr. **Anderson**. Mr. Hardin, I would like to have you take a moment comparing between the primary, like 101, and the interstate. When I think of 101, to me it's a major highway. I find I cannot in my mind distinguish between a primary, and an Interstate.

How much more does it cost to build a section of interstate over a primary like 101? In other words, what's the difference between interstate standards and the standards for primary roads today?

Mr. **Hardin**. Well, I don't—I really don't feel that there are any particular differences, particularly with the new primary standards that have just been adopted.

In an urban area they're pretty much the same. There really we design this specific traffic load, and specific cross-street traffic demands.

When you design an urban freeway the main line becomes a simple authority problem, and the adjacent—the adjacent development that you're dealing with, the problems of minimizing environmental impact, the problems of minimizing damage to both the subtleties and development of adjacent communities, really can override any other consideration.

So the distinction between urban design and rural design is far greater than any distinction between interstate and primary.

Mr. **Anderson**. The distinction then between an urban design primary system, and a rural design, is very little. There is a distinction between them, but there's very little difference between the design of a rural interstate and the design of a rural primary?

Mr. **Hardin**. As far as the freeway is concerned I think that's true. Back in the original Interstate Freeway System there were some heavy distinctions made in terms of of what you could anticipate carrying capacity of the lanes, and some other things like that. And some things in terms of how closely you would space interchanges, that type of thing.

I think these are fairly arbitrary. I handled some of the original minutes, and in this area these were fairly generalized distinctions. I think minimal obligation over a period of time that their distinctions were surely brought out.

For example, route 880, which was converted from primary to interstate, early the next day. There won't be very much difference in what happens to the road design otherwise because it is now an interstate. It's just a matter of there being more money available to tackle the problems like this.

Mr. **Anderson**. Mr. Bosco.

Mr. **Bosco**. Thank you, Mr. Chairman. Along the same lines I think Mr. Eells brought this out to begin with, it was your request, I think, that we change the funding formulas between interstate and some of the other primary roads. And I was wondering if absent that kind of a change maybe we should consider just changing the designation of 101. As the chairman pointed out there really is little difference between it and any of the interstates I've traveled on.

Maybe for our own purposes that would be a little bit easier of a task for us to accomplish. That way you would have the funding pool made available to interstate.

Mr. **Eells**. If it can be brought to meet the interstate standard without much difficulty I think it is certainly something to be seriously considered.

Mr. **Bosco**. Well, I guess that's the question. Apparently from what you said, Mr. Hardin, it wouldn't be that great of a difference.

Mr. **Hardin**. Well, for example, you know, you came up here to finish up some project underway in San Rafael today. What we are doing there is we're trying to use every foot that's available to drive traffic service, and we would do exactly the same thing, whether it was interstate or primary because there are other kinds of constraints on that.

Another example is Route 80 that runs from the Bay Bridge to Sacramento on which we had construction recently. It was built a long time ago. If we had come in and just done a simple traffic-handling job on that facility we would have just added two lanes to the whole thing. To do so would have taken about 1,555 properties, and impacted a lot of other things. A compromise was made. We came in and built—will be building HOV vehicle lanes through a portion of it, doing some other things, so that instead of taking that number of private properties we'd be taking some of the private properties. And that happens to be an interstate highway.

So in a highly developed area there are other constraints tending to impact it rather than a cool——

Mr. DAHMS. Mr. Chairman, could I speak to Mr. Bosco's point?

The changing of designation is exactly what we did on the Nimitz, and there were three or four steps to get there. If you could achieve that on 101, then certainly, that would be to the advantage of 101.

I think if you look at the recommendations that AASHTO made to Congress, in effect, the direction that those recommendations will take you in the postinterstate period is to a system of highways of national significance. Essentially AASHTO's talking about joining the primary system with the Interstate System as part of that program.

I don't believe that goes far enough though, because it still leaves you with the problem you're addressing here: A parallel route like the Stony Point Road that in some cases probably would be better to develop than 101 itself. You still have the problem of having to get a demonstration project or something, instead of being able to deal with it under the regular program. In the bay area there are lots of routes like that. There are parallel routes to 101 in San Mateo County that need similar consideration. There's Route 61 that parallels the Nimitz. Around the bay we have this situation, and I suspect around the country you'll find this situation. And that's why we're pleading for far more flexibility.

Again, going back to the AASHTO recommendation, they're talking about, in essence, combining interstate and primary. A $16 billion per year level is proposed to fund it. AASHTO would have a State block grant for FAU and FAS, but they're only talking about roughly $2 billion a year there. That's only 23 percent of the estimated need for FAU and FAS. And that means, again, Stony Point Road, and roads like that, would be left out, even when it would be a better investment. That's why we think you need to go beyond the AASHTO program in providing flexibility.

Again, we think you should go beyond that. The Nimitz was in such bad shape we did find a way to secure funds. If you can't provide more flexibility, certainly that's a good strategy. We're hopeful that when you get to the postinterstate reauthorization you can do more.

Mr. BOSCO. Thank you. I have one brief question. Perhaps Supervisor Stockwell can answer it. And I might say too that over the years I've worked with Bob Roumiguiere, and Gary Giacomini, both from your board, and on transportation issues, and I know that Marin has taken an awfully strong role for all of northern California, and certainly your dilemma is ours in that anybody getting up here has to go through what has become just an intolerable situation in Marin. I can only imagine what it would be if you hadn't taken the steps that you already have.

But let me ask you this. The Northwestern Pacific right-of-way that could conceivably be used to divert traffic off of all these highways from what? Well, maybe even Santa Rosa for that matter, all the way down. But you anticipate picking it up somewhere at Navato and making a rail, maintain the rail line, or putting in some other kind of a facility there? And I assume it would go over to the ferry terminal?

Mr. STOCKWELL. Currently the plan is to utilize the right-of-way from Larkspur and the ferry terminal north to Highway No. 37, which is the only portion being abandoned by Northwestern Pacific. They intend to keep the rail line operating north and east from that point.

Mr. BOSCO. Do you go over like near Black Point, or somewhere around there?

Mr. STOCKWELL. No; actually we'll stop right at the intersection of 37 and 101, slightly south of that, because they need the storage area. But our intent is to not utilize it for rail initially, but rather for bus. And rail would be a long-term goal if we could generate the support necessary to pull together the capital to build the system, and for population to ride the system because we know that's the key ingredient.

Mr. BOSCO. Well, the tracks are already there, and I guess a real simplistic view would be why don't we just use the tracks. Apparently there must be good reason not to do that, but in terms of using buses you would—is that right-of-way wide enough? I think there's places there that it doesn't appear to be. There's homes on both sides aren't there?

Mr. STOCKWELL. The right-of-way study has just been concluded, the preliminary study, and there is sufficient right-of-way all the way to Larkspur to run the buses. Initially some portions may be reversible southbound in the morning, northbound in the evening, but there is sufficient right-of-way, and even though the tunnels we believe we may be able to get two buses through without any problem in both Greenbrae and San Rafael.

Mr. BOSCO. That tunnel in San Rafael is awfully narrow, isn't it?

Mr. STOCKWELL. Yes; and it looks like initially that would be the one tunnel that we'd have to reverse traffic regardless of whether or not the rest of the system was two-way. That tunnel would have to be regulated with the signal system.

Mr. BOSCO. Are you able to buy the right-of-way now, or do you have to show that you've got the money to do everything that you're planning to do before you can buy the right-of-way?

And then second, is Northwestern Pacific holding it for you and not alienating it to other sources who might also be interested in buying it?

Mr. STOCKWELL. There appear to be no other buyers at the time that are interested in buying the entire right-of-way. And so Marin

County has joined with the Golden Gate Bridge district in a cooperative joint powers agreement; that is, working to acquire this.

It's also very clear from our last trip through Washington that the message is very clear that the congressional representative that we met with, Gary Giacomini, was back there to meet with that group—gave a very loud and clear message that before Federal funds could be released for the acquisition and ultimate development of the right-of-way, that there must be a significant local match available and programmed to be available before any funds could be released. And so, in a way, we have to have the money in hand, or guaranteed to be available when the Federal moneys are released, if they're going to be released at all.

Mr. Bosco. Well, given the importance of such a route, and I could see where it really would relieve a lot of traffic, do you feel that this opportunity is slipping away from you because of the delay in simply being able to buy that right-of-way?

Mr. Stockwell. I don't think it's necessarily slipping away. It became more difficult when we found—when we got the message in Washington that the local match would have to be much higher than anticipated, and much sooner than anticipated. To that degree it slipped in the timeframe, but not in our ability to do it. It is our commitment to purchase the right-of-way and reutilize it, and to use it for buses first.

I want to comment briefly on the condition of the right-of-way itself. The rail system has not been maintained well, and so while many people have suggested that we could simply put trains on it, and operate the system, that's a system that would go only to the terminal. We'd have no place to go after that. What we need is a system that allows an alternate bypass southbound in the morning, northbound in the evening, that will make the transit system and the buses operate so well that, in fact, they'll be able to start making two trips as was originally envisioned in the peak hours to and from San Francisco in order to carry more people on buses. And that's really the goal of the whole transit program.

Mr. Bosco. Thank you very much. Thank you all.

Mr. Schlesinger. Mr. Chairman, can I ask a question or two?

Mr. Anderson. Sure.

Mr. Schlesinger. I just want to elaborate on a couple of things that were said by Mr. Eells.

The CTC apparently told you that there have been cuts in obligational authority.

Mr. Eells. They're talking about——

Mr. Schlesinger. I'd like to just reiterate a point the chairman made a few minutes ago, and that is that in the current fiscal year, fiscal year 1985, we have in a historic high level of obligational authority. So I'm not quite sure how it can be said there have been any cuts. There have been steady increases since we passed the STAA in 1982. It is over 50 percent higher than it was in fiscal year 1982. Each of the last 3 years we've set new records for levels of obligational authority. I'm not real sure what the CTC has in mind.

Mr. Eells. They're speaking specifically to the percent of the money that's been appropriated by Congress that's being released.

I'm not sure what the distinction is here. The information in the CTC report did speak to——

Mr. SCHLESINGER. As a matter of fact, the percentage that's available in obligational authority has stayed more or less consistent over the last 6 or 7 years. Again, I'm not real sure what they're talking about.

And apparently in programming they've opted to assume that States would receive 100 percent of their apportionments, which is something that has never been achieved nationally since we started imposing obligation ceilings. California has gotten it once or twice in the past.

Of course, one way that we could increase the percentage in California would be by getting into the interstate discretionary program, which you're sure not going to do by slowing down the interstate program.

Let me ask you a question about Marin County. You refer to the recent hit list. What percent of Marin County's projects are on the hit list?

Mr. EELLS. When you subtract out the locally funded projects, and the projects that are already underway, it's 70 percent.

Mr. SCHLESINGER. What will you include with the locally funded projects? What percentage?

Mr. EELLS. Let's see. I'd have to check back on that. I'm not sure on that one.

Mr. SCHLESINGER. And the projects that are underway also.

Mr. EELLS. I think it's about—of the overall program, projects underway, and the projects locally funded, I think it's about 30 percent.

Mr. SCHLESINGER. You think that's pretty unreasonable?

Mr. EELLS. Well, the situation is developing where our percent is a lot higher than the State average.

Mr. SCHLESINGER. Los Angeles County is having 52 percent of their program impacted.

Mr. EELLS. That doesn't match the figures that we've been seeing in terms of what percent—the $650 million——

Mr. SCHLESINGER. What percentage of the——

Mr. EELLS [continuing]. Total hit list——

Mr. SCHLESINGER. What percentage of the State program that's being delayed or deferred is in Marin County?

Do you think it's unreasonable that any 1 county out of 50, or 58 counties, to have over 25 percent of the total cuts in the State? Does that strike you as unreasonable?

Mr. EELLS. Well, I think it's hard to compare because some of the counties are, as I said, the urban counties with the interstate and some of them are not. We don't have—we haven't seen the whole picture yet.

Mr. SCHLESINGER. Forty-twwo percent of the projects being deferred statewide are in Los Angeles County; 47 percent of the projects being deferred beyond 1990 are in Los Angeles County.

Do you think it's unreasonable if Federal money is coming into the State based on projects and assumptions for projects in Marin County that hadn't previously been funded, and that money was spent elsewhere in the State? Would you think it reasonable that eventually the projects in Marin would be completed?

Mr. Eells. Well, I think that——

Mr. Schlesinger. Because when we get primary money based on the presumed needs of 101, don't you think it's reasonable that the work gets done on 101, not just always go elsewhere?

Mr. Eells. Well, there's so little money available for the primary, we're being told that we will have to wait many years for that.

Mr. Schlesinger. The State of California, since 1980 has gotten $370 million in apportionments for the Harbor Freeway in Los Angeles, of which $70 million has been spent on the Harbor Freeway. Three hundred million dollars has been spent elsewhere around the State.

With respect to the Century Freeway in Los Angeles——

Mr. Anderson. You can tell we had hearings down south yesterday.

Mr. Eells. Sounds like it.

Mr. Schlesinger. With respect to the Century Freeway in Los Angeles the State's gotten $2.2 billion in apportionments of which $850 million has been obligated, leaving $1.4 billion that's come to the State, been spent elsewhere to complete Interstate projects elsewhere in the State, and now you're suggesting that when it's time we build the Interstate in Los Angeles that we slow down the program, that we push those projects back.

Mr. Eells. I think what I'm suggesting here is that it's very unbalanced at this point between the number of counties that are receiving the majority of the money, not necessarily associated with the number of road miles in those counties.

And, for example, 27 counties in the State that don't have any interstate program whatsoever, so they cannot compete for 70 percent of the money that's being programmed.

So we face the situation that because we're not interstate on 101, it's very difficult to compete for a very small amount of money, and even in our own county where we have a small part of our highway system which is Interstate—where Highway 17 crosses the San Rafael Bridge, is now 580. That is definitely not a priority project to us, the same way that 101 is, and yet we could compete for money there because it's Interstate, where we could not compete for money for 101.

Mr. Schlesinger. 101 is a real priority project, and it would be tremendously unfair if primary money in the State that comes to the State based on the needs of 101, is spent elsewhere depriving Marin, and the other counties, of the money they need to improve that vital route.

I just suggest to you that at a time when between 40 and 50 percent of all the deferrals, and all the delays are in one county, and that when the State's received over $1.5 billion that has gone elsewhere in the State to build other Interstate projects, rather than in Los Angeles, that now when it's the time for LA County to get that money, it seems patently unfair for the other counties that have completed their Interstate to be coming back saying "you shouldn't get that money. We need to delay these projects further."

That's about all I have to say.

Mr. Stockwell. Mr. Chairman, could I just——

Mr. Anderson. Mr. Stockwell.

Mr. STOCKWELL [continuing]. Respond briefly.

I don't recall in Mr. Eells' remarks that he was identifying Los Angeles County as a target for any alteration of funds. He was trying to point out, I believe, what we think are some——

Mr. SCHLESINGER. What are the other interstate projects?

Mr. STOCKWELL. There are a list of——

Mr. SCHLESINGER. We have 24/680 interchange in Contra Costa.

Mr. STOCKWELL. There are eight counties.

Mr. SCHLESINGER. Yeah, there are eight counties, of which the greatest amount is Los Angeles.

In all fairness——

Mr. STOCKWELL. Yeah, I understand that. I'm not arguing that point, and I don't believe Mr. Eells was arguing that point either. What we're trying to make here is a presentation not on behalf of Marin County, but on behalf of the 101 corridor action group which constitutes three counties, which are greatly concerned with our ability to produce a finished product by the year 2005. And what we've tried to present to you is, in fact, that work product to date.

Mr. SCHLESINGER. It would be tremendously unfair, and I would hope that Mr. Anderson would fight Los Angeles County, if they went after the 101 money that you deserve up here and wanted it shifted elsewhere because that is your critical project in this three county area.

Again, I'd suggest——

Mr. ANDERSON. We're up here to help them get it.

Mr. SCHLESINGER. 101 needs help. They need the work, and I hope that today in some small way we can make sure that that project is funded.

I'd just say that it's equally unfair for the State to be programming money to pay for work that Los Angeles so critically needs, away from Los Angeles and shift it elsewhere around the State.

Mr. ANDERSON. I guess the problem is we have more needs than we have money.

Mr. STOCKWELL. That's the norm.

Mr. ANDERSON. Mr. Bosco?

Mr. BOSCO. Nothing further, thank you.

Mr. ANDERSON. Well, thank you very much for your presentations.

Mr. LUCIUS. Thank you, Mr. Chairman.

[Mr. Eells', Mr. Stockwell's, and Mr. Dahams' prepared statements follow:]

STATEMENT BY

JOHN EELLS

MARIN COUNTY TRANSPORTATION COORDINATOR

BEFORE THE

SURFACE TRANSPORTATION SUBCOMMITTEE OF
THE HOUSE PUBLIC WORKS AND TRANSPORTATION COMMITTEE

ON BEHALF OF
THE 101 CORRIDOR ACTION COMMITTEE

AUGUST 8, 1985
SANTA ROSA, CALIFORNIA

MR. CHAIRMAN AND MEMBERS I AM JOHN EELLS, THE TRANSPORTATION COORDINATOR FOR MARIN COUNTY. I AM HERE TO SPEAK TO YOU ON BEHALF OF SUPERVISOR BOB ROUMIGUIERE, CHAIRMAN OF THE 101 CORRIDOR ACTION COMMITTEE. IN THE FIRST HALF OF MY PRESENTATION I WILL PROVIDE YOU WITH A BRIEF SUMMARY OF PHASE I AND PHASE II OF OUR 101 CORRIDOR STUDY. IN THE SECOND HALF OF MY PRESENTATION I WILL FOCUS ON THE IMPACT OF CONGRESSIONAL DECISIONS ON FEDERAL HIGHWAY FUNDING ON OUR EFFORTS TO RESOLVE THE TRAFFIC PROBLEMS ON HIGHWAY 101. FOLLOWING MY PRESENTATION SUPERVISOR STOCKWELL, SPEAKING ON BEHALF OF THE MARIN COUNTY BOARD OF SUPERVISORS, THE GOLDEN GATE BRIDGE, HIGHWAY, AND TRANSPORTATION DISTRICT AND THE METROPOLITAN TRANSPORTATION COMMISSION, (MTC) WILL HIGHLIGHT THE POSSIBLE IMPACTS THAT REDUCTIONS IN FEDERAL TRANSIT FUNDING COULD HAVE ON OUR 101 CORRIDOR EFFORTS.

PHASE I AND PHASE II OF THE 101 CORRIDOR STUDY

IN 1983 THE COMMUNITIES IN THE NORTH BAY REGION RECOGNIZED THE CRITICAL NEED TO JOIN TOGETHER IN A COOPERATIVE EFFORT TO DEVELOP A COMPREHENSIVE TRANSPORTATION PLAN FOR THE 71 MILE 101 CORRIDOR BETWEEN SAN FRANCISCO AND SANTA ROSA. IN SEPTEMBER OF 1983 THE 26 MEMBER 101 ACTION COMMITTEE WAS ESTABLISHED TO OVERSEE THE DEVELOPMENT OF THIS PLAN WITH REPRESENTATIVES FROM SAN FRANCISCO, MARIN COUNTY, SONOMA COUNTY, 11 CITIES IN MARIN AND 5 CITIES IN SONOMA, GOLDEN GATE TRANSIT, SONOMA TRANSIT, CALTRANS, THE HIGHWAY PATROL, THE ASSOCIATION OF BAY AREA GOVERNMENTS (ABAG) AND MTC.

PHASE I OF THE CORRIDOR PLANNING EFFORT LASTED JUST OVER A YEAR AND INCLUDED:

1. CONDUCTING AN IN DEPTH TRAVEL DEMAND ANALYIS TO IDENTIFY TRANSPORATION NEEDS FOR THE CORRIDOR OVER THE NEXT 20 YEARS,
2. DEVELOPING A LONG LIST OF POSSIBLE ALTERNATIVES FOR MEETING THESE 20 YEAR TRANSPORTATION NEEDS, AND
3. NARROWING DOWN THIS LIST TO A PREFERRED ALTERNATIVE WHICH THE 26 MEMBER ACTION COMMITTEE COULD AGREE ON AT A CONCEPTUAL LEVEL.

THE PHASE I PREFERRED ALTERNATIVE ADOPTED BY THE ACTION COMMITTEE IN DECEMBER OF 1984 INCLUDED:

1. COMPLETION OF HIGH OCCUPANCY VEHICLE (HOV) LANES ON HIGHWAY 101 BETWEEN SANTA ROSA AND SAN FRANCISCO TO ENCOURAGE THE USE OF EXPRESS BUSES, VANPOOLS AND CARPOOLS FOR COMMUTING,
2. DEVELOPMENT OF THE NORTHWESTERN PACIFIC RIGHT-OF-WAY AS A TRANSITWAY TO BE USED BY BUSES AND/OR LIGHT RAIL VEHICLES,
3. EXPANDING AND IMPROVING THE LOCAL BUS SERVICE IN BOTH SONOMA AND MARIN COUNTIES,
4. EXPANDING AND IMPROVING THE TRANSBAY FERRY SERVICE,
5. CONSTRUCTING PARALLEL ARTERIAL ROADS WHEREVER POSSIBLE TO RELIEVE PRESSURE ON 101, AND

6. IMPLEMENTATION OF TRANSPORTATION SYSTEMS MANAGEMENT (TSM) PROGRAMS SUCH AS PARKING MANAGEMENT PROGRAMS AND FLEXIBLE WORK HOURS.

PHASE II OF THE 101 CORRIDOR EFFORT WILL PRIORITIZE THE COMPONENTS OF THE PHASE I PREFERRED ALTERNATIVE, DEVELOP SPECIFIC IMPLEMENTATION AND FUNDING STRATEGIES, AND INCORPORATE THE PRIORITY IMPROVEMENTS AND THEIR IMPLEMENTATION STRATEGIES INTO A COMPREHENSIVE OVERALL STRATEGIC PLAN FOR THE THREE COUNTY 101 CORRIDOR.

THE COMPLETION OF THE HOV LANES BETWEEN SAN FRANCISCO AND SANTA ROSA TO PROVIDE PREFERENTIAL TREATMENT FOR BUSES, VANS AND CARPOOLS; THE UTILIZATION OF THE NWP RIGHT-OF-WAY FOR FAST AND EFFICIENT TRANSIT SERVICE; AND THE COMPLETION OF PARALLEL ARTERIAL ROADS TO RELIEVE SOME OF THE PRESSURE ON 101 WILL UNDOUBTEDLY BE KEY COMPONENTS OF THE STRATEGIC PLAN FOR THE CORRIDOR. IF SHORTFALLS IN STATE AND FEDERAL FUNDING PREVENT THE TIMELY COMPLETION OF THESE PROJECTS, THEN THE NORTH BAY CORRIDOR WILL BE HARD PRESSED TO DEAL WITH THE SEVERE TRAFFIC CONGESTION PROBLEMS ON 101.

IMPACT OF STATE AND FEDERAL HIGHWAY FUNDING SHORTFALLS ON 101 CORRIDOR PROGRAM

EVERY YEAR THE CALIFORNIA TRANSPORTATION COMMISSION (CTC) ADOPTS A 5 YEAR CAPITAL PROGRAM FOR STATE AND FEDERAL HIGHWAYS IN CALIFORNIA COMMONLY REFERRED TO AS THE STATE TRANSPORTATION IMPROVEMENT PROGRAM OR STIP. THE 1985 STIP CONTAINS APPROXIMATELY $7.7 BILLION WORTH OF HIGHWAY PROJECTS PROGRAMMED FOR CONSTRUCTION OVER THE NEXT 5 YEARS INCLUDING NEW FACILITIES, OPERATIONAL IMPROVEMENTS, AND

REHABILITATION PROJECTS. WHILE THIS $7.7 BILLION MAY SOUND LIKE A SUBSTANTIAL HIGHWAY CONSTRUCTION PROGRAM, IT IS REALLY QUITE MODEST WHEN COMPARED TO THE ESTIMATED 27 BILLION DOLLAR PROGRAM NEEDED OVER THE NEXT 10 YEARS (A 1984 CALTRANS ESTIMATE).

EVEN THOUGH THE ADOPTED 1985 STIP IS A RELATIVELY MODEST PROGRAM, IT IS FACING A SUBSTANTIAL FUNDING SHORTFALL OF APPROXIMATELY $ 760 MILLION DOLLARS. AS A CONSEQUENCE OF THIS FUNDING SHORTFALL, THE CALIFORNIA TRANSPORTATION COMMISSION IS ADOPTING A "HIT LIST" CONTAINING HUNDREDS OF PROJECTS CURRENTLY PROGRAMMED FOR CONSTRUCTION IN CALIFORNIA WHICH WILL HAVE TO BE DELAYED OR EVEN DELETED FROM THE 5 YEAR PROGRAM. DUE LARGELY TO CONGRESSIONAL FUNDING PRIORITIES IN FAVOR OF FEDERAL INTERSTATE PROJECTS, THE IMPACT OF THIS $650 MILLION HIT LIST COULD BE PARTICULARLY SEVERE ON HIGHWAY 101.

CONGRESSIONAL POLICIES AND ACTIONS AFFECTING THE FEDERAL HIGHWAY FUNDING SHORTFALL

IN PURSUING THE COMPLETION OF THE FEDERAL INTERSTATE HIGHWAY SYSTEM BY 1991, CONGRESS HAS PROVIDED NUMEROUS INCENTIVES TO ENCOURAGE THE STATES TO EMPHASIZE WORK ON THE INTERSTATE SYSTEM IN THEIR HIGHWAY PROGRAMS. THIS DRAMATIC EMPHASIS ON INTERSTATE HIGHWAYS HAS BEEN LARGELY AT THE EXPENSE OF MANY IMPORTANT FEDERAL-AID-PRIMARY HIGHWAYS SUCH AS 101. THUS, WHILE FEDERAL-AID-PRIMARY (FAP) HIGHWAYS LIKE 101 COMPRISE OVER 70% OF THE STATE HIGHWAY NETWORK IN CALIFORNIA, THESE HIGHWAYS HAVE BEEN RECEIVING ONLY 20 % OF THE AVAILABLE STATE AND FEDERAL HIGHWAY FUNDS. AND INSPITE OF THE FACT THAT INTERSTATE FREEWAYS ONLY ACCOUNT FOR 15% OF THE CALIFORNIA

STATE HIGHWAY SYSTEM, THESE FREEWAYS HAVE BEEN RECEIVING ALMOST TWO THIRDS OF THE AVAILABLE STATE AND FEDERAL HIGHWAY FUNDING. AS A RESULT OF THIS EMPHASIS ON THE INTERSTATE PROGRAM AND THE OVERALL HIGHWAY FUNDING SHORTFALL, RURAL COUNTIES AND URBAN COUNTIES LIKE MARIN AND SONOMA LACKING INTERSTATE HIGHWAYS ARE SEEING ALMOST 75% OF THE AVAILABLE STATE AND FEDERAL HIGHWAY FUNDING IN CALIFORNIA GOING TO JUST 8 URBAN COUNTIES.

WITH THE OVERALL STATE HIGHWAY PROGRAM SO DRAMATICALLY SKEWED IN FAVOR OF 8 INTERSTATE COUNTIES AT THE EXPENSE OF THE REMAINING 50 COUNTIES, THE CHANCE OF MARIN COUNTY AND SONOMA COUNTY SECURING A TIMELY COMPLETION OF OUR NEEDED HOV LANES ON 101 APPEARS TO BE QUITE SLIM.

UNLESS EFFECTIVE ACTION IS TAKEN TO BRIGHTEN THE OUTLOOK FOR THE 101 HOV PROJECTS, THE REPERCUSSIONS FOR THE 101 CORRIDOR COULD BE QUITE SEVERE. THIS IS PARTICULARLY TRUE SINCE WE ARE COUNTING ON THE HOV NETWORK TO PLAY A KEY ROLE IN INCREASING BOTH TRANSIT RIDERSHIP AND RIDESHARING FOR COMMUTE TRIPS.

THERE ARE TWO PRINCIPLE FACTORS CONTRIBUTING TO THE BLEAK FUNDING OUTLOOK FOR FEDERAL AID PRIMARY HIGHWAYS IN CALIFORNIA, INCLUDING HIGHWAY 101:

1. A DECLINE IN THE LEVEL OF FEDERAL HIGHWAY FUNDING FOR NON-INTERSTATE HIGHWAY PROJECTS IN CALIFORNIA RESULTING FROM INCREASES IN THE STATE'S FEDERAL INTERSTATE HIGHWAY PROGRAM.

2. REDUCTIONS IN THE STATE'S "OBLIGATIONAL AUTHORITY" TO SPEND HIGHWAY MONIES APPROPRIATED BY CONGRESS.

THE DECLINE IN FEDERAL-AID-PRIMARY FUNDING IN CALIFORNIA IS A DIRECT RESULT OF CONGRESSIONAL INCENTIVES FOR STATE'S TO MAXIMIZE THEIR USE OF FEDERAL INTERSTATE HIGHWAY FUNDS AT THE EXPENSE OF NON-INTERSTATE PROGRAMS. IN RESPONSE TO THIS PROBLEM THE CALIFORNIA TRANSPORTATION COMMISSION HAS DIRECTED CALTRANS TO BE LESS RESPONSIVE TO CONGRESSIONAL INCENTIVES TO MAXIMIZE FEDERAL INTERSTATE FUNDING IN CALIFORNIA. MORE SPECIFICALLY, THE CTC HAS DIRECTED CALTRANS NOT TO PURSUE ADDITIONAL INTERSTATE DISCRETIONARY FUNDS UNTIL THE STATE'S NON-INTERSTATE AND INTERSTATE REHABILITATION PROJECTS HAVE BEEN FULLY FUNDED. WHILE THIS CTC ACTION WILL CERTAINLY BE HELPFUL TO NON-INTERSTATE COUNTIES LIKE MARIN AND SONOMA, IT WILL NOT BE ENOUGH TO ACHIEVE A TIMELY COMPLETION OF OUR NEEDED HOV PROJECTS ON 101.

CONGRESSIONAL ACTION NEEDED

IN ORDER TO ACHIEVE A TIMELY COMPLETION OF THE 101 HOV PROJECT IN MARIN AND SONOMA COUNTY WE WILL NEED SOME EFFECTIVE CONGRESSIONAL ACTIONS TO OCCUR. IN PARTICULAR IT WOULD BE HELPFUL FOR CONGRESS TO:

1. **EXTEND THE COMPLETION DATE FOR THE INTERSTATE PROGRAM BEYOND 1991** AND REDUCE THE OVERALL EMPHASIS ON THE INTERSTATE PROGRAM

2. **RAISE CALIFORNIA'S "OBLIGATIONAL AUTHORITY" TO AT LEAST 95%** (THE STATES OBLIGATIONAL AUTHORITY IS CURRENTLY AT 93% AND A REDUCTION TO 90% HAS BEEN CONTEMPLATED. SINCE THESE FUNDS

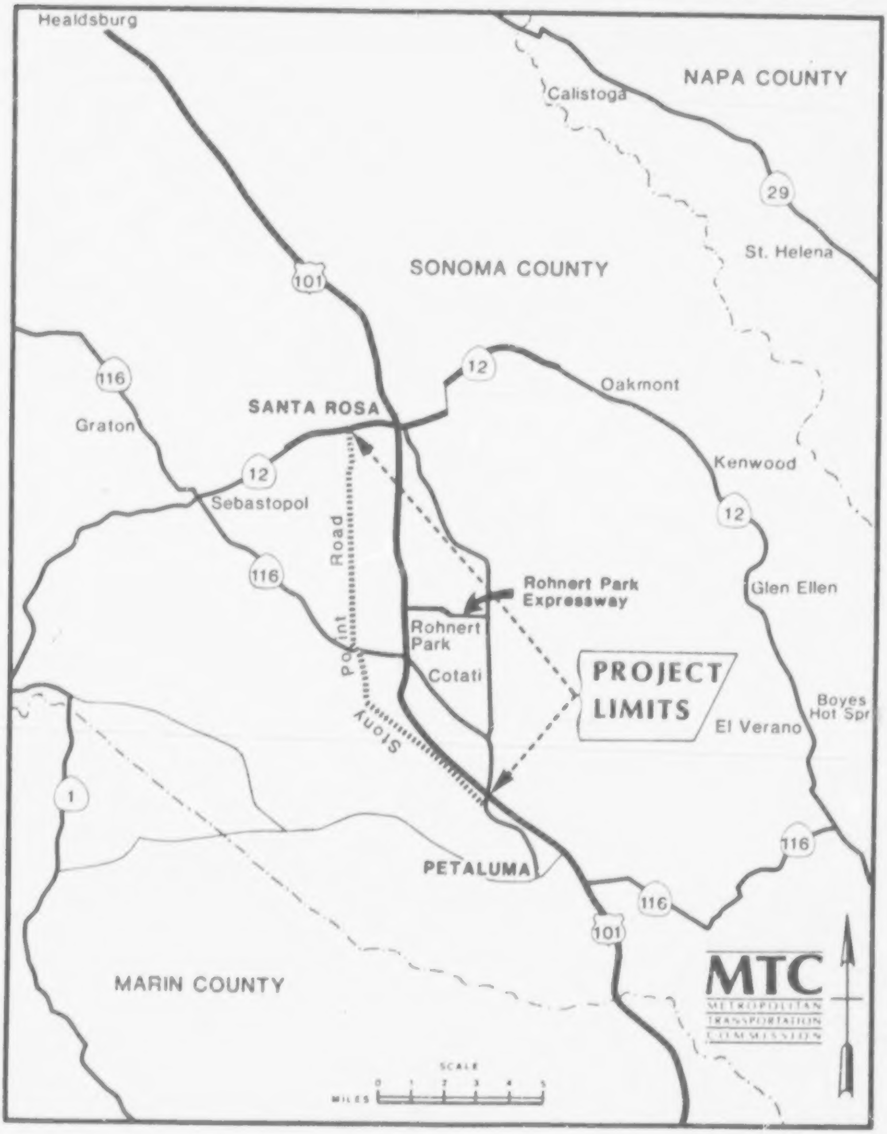
CANNOT BE USED FOR NON-HIGHWAY PURPOSES, DELAYING THEIR USE DOES NOT REALLY REDUCE THE FEDERAL DEFICIT)

3. CONSIDER A FEDERAL GAS TAX INCREASE ALONG WITH INDEXING OF THE GAS TAX. AS PREVIOUSLY MENTIONED, CALTRANS HAS ESTIMATED THE FUNDING NEEDS FOR THE STATE HIGHWAY PROGRAM TO BE NEARLY $27 BILLION OVER THE NEXT 10 YEARS. THE 1985 STIP IS WOEFULLY SHORT IN MEETING THIS NEED AND EVEN THIS MODEST PROGRAM IS FACING A SUBSTANTIAL FUNDING SHORTFALL.

4. CONSIDER INCREASING RATHER THAN DECREASING FEDERAL FUNDING FOR FEDERAL AID URBAN (FAU) AND FEDERAL AID SECONDARY (FAS) PROGRAMS. SINCE THE FAU AND FAS PROGRAMS WILL PLAY AN IMPORTANT ROLE IN OUR ABILITY TO CONSTRUCT ARTERIALS PARALLEL TO 101, ANY FUNDING REDUCTIONS IN THESE PROGRAMS WOULD HAVE A DETRIMENTAL IMPACT ON OUR ABILITY TO RELIEVE THE PRESSURE ON 101.

THANK YOU FOR YOUR TIME AND CONSIDERATION. SUPERVISOR STOCKWELL WILL NOW SPEAK ON THE DETRIMENTAL IMPACT THAT REDUCTIONS IN FEDERAL TRANSIT ASSISTANCE PROGRAMS COULD HAVE ON OUR 101 CORRIDOR EFFORTS.

STONY POINT ROAD DEMONSTRATION PROJECT


Healdsburg
NAPA COUNTY
Calistoga
29
St. Helena
SONOMA COUNTY
101
116
12
Oakmont
SANTA ROSA
Graton
Kenwood
12
Sebastopol
Road
12
116
Rohnert Park Expressway
Glen Ellen
Rohnert Park
Stony Point
Cotati
PROJECT LIMITS
Boyes Hot Spr
El Verano
1
116
PETALUMA
116
101
MTC
METROPOLITAN TRANSPORTATION COMMISSION
MARIN COUNTY
SCALE
MILES
0
1
2
3
4
5

STATEMENT BY

BOB STOCKWELL, CHAIRMAN

MARIN COUNTY BOARD OF SUPERVISORS

BEFORE THE

SURFACE TRANSPORTATION SUBCOMMITTEE OF THE HOUSE
PUBLIC WORKS AND TRANSPORTATION COMMITTEE

ON BEHALF OF

MARIN COUNTY, THE GOLDEN GATE BRIDGE,
HIGHWAY AND TRANSPORTATION DISTRICT, AND
THE METROPOLITAN TRANSPORTATION COMMISSION

AUGUST 8, 1985

SANTA ROSA, CALIFORNIA

MR. CHAIRMAN AND MEMBERS, I AM BOB STOCKWELL, CHAIRMAN OF THE MARIN COUNTY BOARD OF SUPERVISORS. I AM HERE TODAY TO SPEAK TO YOU ON BEHALF OF MARIN COUNTY AS WELL AS THE GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT AND THE METROPOLITAN TRANSPORTATION COMMISSION (MTC). MY REMARKS WILL BE FOCUSED ON THE ADVERSE IMPACTS THAT REDUCTIONS IN FEDERAL TRANSIT ASSISTANCE PROGRAMS COULD HAVE ON OUR EFFORTS TO IMPROVE TRAFFIC CONDITIONS IN THE 101 CORRIDOR.

IMPORTANCE OF TRANSIT IN RELIEVING TRAFFIC CONGESTION ON 101

AS THE COMMUNITIES IN MARIN AND SONOMA COUNTY CONTINUE TO DEVELOP ACCORDING TO EXISTING GENERAL PLANS, THE TRAFFIC CONGESTION ON 101 WILL BECOME QUITE SEVERE THROUGHOUT THE 71 MILE CORRIDOR BETWEEN SAN FRANCISCO AND SANTA ROSA UNLESS MAJOR TRANSPORTATION IMPROVEMENTS ARE IMPLEMENTED. UNDER SUCH SEVERE TRAFFIC CONDITIONS WITH TRAVEL SPEEDS OF ONLY 10 TO 15 MILES PER HOUR, COMMUTING FROM NOVATO TO SAN FRANCISCO WOULD TAKE OVER 3 HOURS AND COMMUTING FROM SANTA ROSA TO SAN FRANCISCO COULD TAKE AS LONG AS 7 HOURS! RATHER THAN RESIGNING OURSELVES TO SUCH EXORBITANT TRAVEL TIMES, THE 26 AGENCIES IN THE 101 CORRIDOR HAVE JOINED TOGETHER TO DEVELOP A COMPREHENSIVE PLAN FOR ACHIEVING LEVEL OF SERVICE D TRAVEL SPEEDS OF 35 TO 40 MILES PER HOUR FOR 101 DURING COMMUTE HOURS.

UNDER THE PHASE I PREFERRED ALTERNATIVE, OUR ABILITY TO ACHIEVE LEVEL OF SERVICE D FOR 101 IS PREDICATED PRIMARILY ON SUBSTANTIAL INCREASES IN TRANSIT RIDERSHIP FOR LOCAL COMMUTE TRIPS AS WELL AS COMMUTE TRIPS TO SAN FRANCISCO. MORE SPECIFICALLY, THE PERCENT OF COMMUTERS USING TRANSIT FOR COMMUTING TO WORK WILL NEED TO INCREASE FROM 30% TO NEARLY 60% FOR TRIPS TO SAN FRANCISCO AND FROM 3% TO NEARLY 10% FOR TRIPS TO SONOMA AND MARIN COUNTY JOBS.

TO ACHIEVE THESE AMBITIOUS INCREASES IN TRANSIT RIDERSHIP THE PHASE I PREFERRED ALTERNATIVE CALLS FOR:

1) **UTILIZATION OF THE NORTHWESTERN PACIFIC RIGHT-OF-WAY AS A TRANSITWAY** FOR BUSES AND/OR LIGHT RAIL VEHICLES PROVIDING FAST, CONVENIENT AND EFFICIENT TRANSIT SERVICE.

2) **COMPLETION OF THE HOV NETWORK ON 101** BETWEEN SAN FRANCISCO AND SANTA ROSA TO PROVIDE PREFERENTIAL TREATMENT FOR BUSES, VANPOOLS AND CARPOOLS.

3) **MAJOR IMPROVEMENT AND EXPANSION OF TRANSBAY AND LOCAL BUS SERVICES** TO PROVIDE COMMUTE ALTERNATIVES TO THE AUTOMOBILE WHICH ARE AS FAST, CONVENIENT AND COMFORTABLE AS POSSIBLE.

4) **MAJOR IMPROVEMENT AND EXPANSION OF TRANSBAY FERRY SERVICES** CAPABLE OF ATTRACTING 10% OF THE SAN FRANCISCO COMMUTERS.

IMPACTS OF REDUCTIONS IN FEDERAL TRANSIT ASSISTANCE ON OUR ABILITY TO ACHIEVE TRANSIT RIDERSHIP GOALS

THE TRANSIT PROGRAM CALLED FOR IN THE PHASE I PREFERRED ALTERNATIVE WILL REQUIRE $150 TO 300 MILLION IN CAPITAL OUTLAY EXPENDITURES AND OPERATING SUBSIDIES OF $30 TO 40 MILLION PER YEAR OVER AND ABOVE EXISTING SUBSIDY LEVELS. THE MAGNITUDE OF THESE CAPITAL AND OPERATING COSTS IS CLEARLY BEYOND WHAT LOCAL GOVERNMENT WILL BE ABLE TO AFFORD ON ITS OWN. THUS, IT IS CLEAR THAT MAINTAINING FULL FUNDING FOR THE UMTA SECTION 3 AND SECTION 9 TRANSIT ASSISTANCE PROGRAMS IS CRITICALLY NEEDED FOR THE NORTH BAY REGION TO SUCCESSFULLY ACHIEVE ITS TRANSIT RIDERSHIP GOALS.

THE 15% REDUCTION IN UMTA TRANSIT ASSISTANCE PROGRAMS ADOPTED LAST WEEK AS A PART OF THE HOUSE/SENATE COMPROMISE BUDGET WILL ONLY SERVE TO WIDEN THE ENORMOUS GAP BETWEEN THE BAY AREA'S TRANSIT CAPITAL AND OPERATING NEEDS AND THE LOCAL, STATE, AND FEDERAL FUNDING AVAILABLE TO MEET THESE NEEDS. AS THIS GAP BETWEEN BAY AREA TRANSIT NEEDS AND TRANSIT FUNDING WIDENS AND THE COMPETITION FOR LIMITED TRANSIT ASSISTANCE BECOMES EVEN MORE ACUTE, THE CHANCES OF ACHIEVING OUR TRANSIT GOALS FOR THE 101 CORRIDOR DECREASE ACCORDINGLY.

UNFORTUNATELY, THE NORTH BAY REGION MAY BEGIN TO FEEL THE ADVERSE IMPACTS OF THE 15% REDUCTION IN UMTA FUNDING IN THE VERY NEAR FUTURE. THE IMPLEMENTATION OF THE NWP TRANSITWAY HAS ALREADY BEGUN IN EARNEST WITH THE FILING OF A SECTION 3 APPLICATION FOR ACQUISITION OF THE REMAINING RIGHT-OF-WAY BETWEEN LARKSPUR AND NOVATO. IF WE ARE UNABLE TO SECURE THIS SECTION 3 FUNDING DUE TO UMTA CUTBACKS, THEN ONE OF THE KEY COMPONENTS OF OUR STRATEGY FOR DRAMATICALLY INCREASING TRANSIT RIDERSHIP WILL BE IN JEOPARDY.

LOCAL, STATE, AND FEDERAL PARTNERSHIP NEEDED TO ACHIEVE TRANSIT GOALS FOR 101 CORRIDOR

THE LOCAL COMMUNITIES IN THE 101 CORRIDOR RECOGNIZE THAT WE WILL NEED TO GENERATE A SUBSTANTIAL AMOUNT OF LOCAL FUNDING IN ORDER TO DRAMATICALLY INCREASE TRANSIT RIDERSHIP IN THE CORRIDOR. IN RESPONSE TO THIS NEED WE WILL BE DILIGENTLY EXPLORING A NUMBER OF LOCAL FUNDING OPTIONS INCLUDING TRAFFIC MITIGATION FEES PAID BY DEVELOPERS, ASSESSMENT DISTRICTS AND POSSIBLE LOCAL SALES AND/OR GASOLINE TAX INCREASES. HOWEVER, ALONG WITH MAJOR FINANCIAL INVESTMENTS BY THE LOCAL GOVERNMENTS IN THE CORRIDOR, FINANCIAL PARTICIPATION BY THE STATE AND FEDERAL GOVERNMENT WILL ALSO BE NEEDED. IN SHORT, A FINANCIAL PARTNERSHIP BETWEEN LOCAL, STATE, AND FEDERAL GOVERNMENT MUST BE ESTABLISHED AND MAINTAINED IF WE ARE TO BE SUCCESSFUL IN MEETING OUR AMBITIOUS TRANSIT GOALS FOR THE 101 CORRIDOR.

AS I PREVIOUSLY MENTIONED, THE LOCAL AGENCIES IN THE 101 CORRIDOR WILL BE DILIGENTLY WORKING TO DEVELOP THE LOCAL FUNDING SOURCES NEEDED TO CARRY OUT OUR PART OF THE FUNDING PARTNERSHIP. WE WILL ALSO BE WORKING CLOSELY WITH THE CALIFORNIA STATE LEGISLATURE TO SECURE A STABLE REVENUE SOURCE FOR THE STATE TRANSIT ASSISTANCE PROGRAMS SO THE STATE WILL BE ABLE TO CARRY OUT ITS ROLE IN THE FUNDING PARTNERSHIP. AND FINALLY, IN ORDER TO INSURE THAT THE FEDERAL GOVERNMENT WILL BE ABLE TO PARTICIPATE IN THIS TRANSIT FUNDING PARTNERSHIP FOR THE NORTH BAY REGION, WE WOULD LIKE TO STRONGLY ENCOURAGE CONGRESS TO:

1) FULLY MAINTAIN EXISTING FUNDING LEVELS FOR THE UMTA SECTION 3 AND SECTION 9 TRANSIT ASSISTANCE PROGRAMS

2) CONTINUE THE CURRENT LEVEL OF SECTION 9 FUNDING FOR OPERATING ASSISTANCE

I WOULD LIKE TO THANK THE COMMITTEE FOR THE OPPORTUNITY TO SPEAK TO YOU ON BEHALF OF MARIN COUNTY, MTC, AND THE GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT. EITHER I, JOHN EELLS OR MARK RIESENFELD WILL BE AVAILABLE TO ANSWER ANY QUESTIONS YOU MAY HAVE.

OUTLINE OF

TESTIMONY

by

Lawrence D. Dahms

Before The
House Public Works Surface Transportation Sub-Committee

Santa Rosa, California

August 8, 1985

(1354Z)

Thank you for coming to Santa Rosa and inviting our testimony.

There are several persons testifying, therefore my remarks are brief.

Route 101 is a major state route:

- although a primary route it acts as an interstate in this region
- connects north coast communities to Bay Area
- is the north-south route for Marin and Sonoma Counties

Area north of San Francisco rapidly growing - as Commissioner Bill Lucius noted.

Growth has occurred along 101 (101 is dominant force in directing development)

Growth has put considerable pressure on 101 and other transportation facilities in this corridor.

- 101 now congested during peak hours over most of its length between San Francisco and Santa Rosa.

We have managed to expand the capacity of this Corridor and to provide mobility through series of major innovative investments, such as:

- Golden Gate - buses/ferries
- HOV Lanes
- FHWA and UMTA have helped to finance these improvements.

These investments have enabled 101 to continue to function.

- We appreciate the leadership of you and your committee for supporting these investments.

Congressman Boscos' proposal, which we support, to invest in Stony Point Road would be another innovative proposal to improve the Route 101 Corridor.

Page 2 - Outline (L. Dahms)

(Can refer to map for location - Stony Point Road approximately 10 miles, project cost about $10 million to create a two lane thoroughfare.)

Objective of the improvements is to take local traffic off 101.

This project is a classic example of where given funding flexibility, improvements in a parallel facility can substantially improve the operation of the major highway facility.

MTC Commissioner Joe Bort testified in Washington before the House Public Works Committee last June that "it is no longer helpful to make hard distinctions between Interstate, Primary, Federal Air Urban and even transit investments in urban and suburban areas."

The whole system can work better if we can tailor our investments to each community.

In the short run - we are seeking a demonstration project on Stony Point Road to show how a modest investment in a parallel route can be a major improvement to the main corridor.

In the longer run - 1990 and beyond, we would like to work with you to develop legislation providing greater flexibility in highway and transit funding

Mr. **Anderson**. Our next panel consists of Stuart Nixon, Redwood Empire Association; and David Burks, Santa Rosa Chamber of Commerce.

Stuart Nixon.

TESTIMONY OF STUART NIXON, REDWOOD EMPIRE ASSOCIATION; AND DAVID BURKS, SANTA POSA CHAMBER OF COMMERCE

Mr. **Nixon**. Yes, sir, Mr. Chairman, and Mr. Bosco. In the interest of time I'm going to be as brief as I can. I will restrain myself to talk about 1 minute.

The Redwood Empire Association is a—like a large chamber of commerce, which represents eight California counties, from San Francisco north to the Oregon border. Our primary concern is the visitor economy of our region.

Our region has suffered greatly in the past years, for lack of a better term, I guess you'd say because of the great depression in the forest products industry. Our concern, and that of our members, and of our member counties and communities, is that in some way we try to substitute some form of economic industry, or some kind of a healthy economy to substitute for the forest products industry, which is declining and isn't showing much sign of recovery.

The obvious and chosen industry which we are trying to substitute for that is the visitor economy, or the tourism industry, as some people call it. In order to have a viable tourist industry we have to have good surface transportation; 99 percent of all people who come up into our region to see our beautiful trees, our coastline and vineyards, and other things that we have which are unique, use a private vehicle, or recreational vehicle, and if the communication system, the highway system is not good they will not come. Or if they do come they'll just clutter up the highways worse.

And I'll say only one thing. The work that has been done on U.S. 101 since the 1920's has produced an excellent highway system, throughway transportation system. It lacks a great deal in beginning to serve commuters, but it is a good system for the most part. However, it is rapidly becoming clogged, and this is going to affect the tourist economy.

I traveled to other parts of the country, and one of the biggest complaints we ever hear is we love your trees, we love your coastline, but those horrible trucks. We are competing—we brought some elderly people who were trying to drive up there and enjoy the redwoods, and they're competing on the highway with this juggernaut of trucks, which, in turn, is trying to bring out some of the products of the region, and so people can earn their living.

That is one of the reasons that we have been in our association from the beginning extremely interested in the improvement of the transportation system. And we certainly back up everything that's been said.

That concludes my presentation, Mr. Chairman, unless you have a question.

Mr. **Anderson**. Thank you, Mr. Nixon. Mr. Burks.

TESTIMONY OF DAVID BURKS, SANTA ROSA CHAMBER OF COMMERCE

Mr. BURKS. Yes, Mr. Chairman Anderson, Representative Bosco, ladies and gentlemen, my name is David Burks. I appear before you today representing the Santa Rosa Chamber of Commerce. I chair the chamber's transportation committee.

I'm pleased to be able to address the vital issues pertaining to the Highway 101 corridor. That corridor faces serious congestion in many areas in both Sonoma and Marin Counties and is fast approaching gridlock.

We in the business community in Sonoma County are attempting to bring the public and private sectors together to seek long range remedies to the lack of funding for critically needed improvements along that corridor.

A crucial part of the 101 corridor study commissions recommendations, were with regard to the completion of certain arterial roads adjacent to the corridor which would provide an alternative route for the intracounty commuter. In particular, we strongly urge your support for funding to complete Stony Point Road in Sonoma County.

I'd like to briefly address a few of the problems facing Sonoma County and the significance of those problems to the business community, and the general public as well.

The 20-year travel projections and demand analysis, in the highway 101 corridor study indicates that in the next few years increasingly large percentages of local commuters will be on Highway 101 to travel a short distance to work. In Marin County 89 percent of all intracounty commuters will be on Highway 101. In Sonoma County we fare slightly better with 44 percent of the total vehicle commuters on 101, and 36 percent of all intracounty commuters use some portion of 101.

However, our neighbors to the south have a basically flat growth rate. Sonoma County, led by Santa Rosa, is steadily growing and is rapidly emerging as the financial and service center of the north coast. This means we are constantly adding intracounty commuters to an already overburdened highway for lack of acceptable alternative routes.

As we grow we face two additional potential problems. First is a congested "reverse commute." This could come about as we add jobs to our market making it more attractive to commute north.

The second is that with the creation of additional jobs and somewhat lower housing costs here in Sonoma County than exist in either Marin or San Francisco, Sonoma County will be seen as an increasingly more desirable place to live.

Without arterial road improvements each new resident will join the intracounty county commute on 101. Two segments of the 101 corridor are already approaching a level of utilization commensurate with many very large urban centers. We cannot handle much more.

Additionally, as the population of the north coast has grown, the congestion along the 101 corridor has steadily migrated north. Our local short distance commuters daily join upward of 20,000 outbound commuters, and without the relief of arterial roadways the situation is bleak.

There are serious economic consequences to this situation for the business community, and consequently the population in general. Highway 101 is critical to the entire north coast of California for the movement of goods and services. Delays in transportation mean time and money wasted. Santa Rosa is growing into its own as an important financial center, the heart of north coast commerce, yet its main artery is fast becoming so congested that its vitality may be threatened.

We need to lessen the burden on 101 by getting a significant portion of the commuters off of its route with a variety of means. The most doable and immediate is the completion of Stony Point Road.

Finally, we seek the assistance of the Federal Government, and we seek other alternatives to problems along the entire corridor. Our State transportation budget is vastly overburdened. Our local and State governments are constitutionally restricted in their efforts to raise revenue, and many of the previous financing mechanisms have drawbacks.

The Santa Rosa Chamber of Commerce is committed to explore and facilitate regional dialog to seek combinations of alternatives to bring the public and private sectors together. We need your help today to reduce congestion on 101. The Stony Point Road project will be an integral part of the long-range solution to the corridor problem.

We in the chamber wish to join with the public sector to address this critical issue. I'm pleased to announce to you today that the same Santa Rosa Chamber of Commerce in concert with the Marin County Chamber of Commerce is sponsoring a regionwide symposium on the 101 corridor issue. Many of the speakers that you've heard today will be joining us on September 20 at the El Rancho Tropicana Hotel to participate in the dialog with the objective of developing a constituency that can follow this issue along to some adequate conclusion.

We will do all we can. We hope you will join with us in meeting this challenge. Thank you.

Mr. ANDERSON. Thank you, Mr. Burks.

I don't have any questions but just want to comment on the Redwood Empire Association. And Mr. Nixon. I have been one of the admirers of your association, and I think many of us around the State are very proud of how you've done your best to maintain, improve, and promote the Redwood Empire. It's one of our great assets in California, and I want to help your efforts in any way I can.

Mr. NIXON. Thank you.

Mr. ANDERSON. Mr. Bosco.

Mr. BOSCO. I don't have any questions, Mr. Chairman, other than to reflect what you just said. I've had many enjoyable and productive meetings with the association. I regret being back in Washington now. Sometimes I can't meet with you as often as I'd like. And the chamber's meeting, I guess, is on September 20, isn't it?

Mr. BURKS. Yes.

Mr. BOSCO. I read that in the paper last night, and I think it's a tremendous service to the community that you will be getting together a group of—let's call it a brain trust to attack this problem, and I certainly would be very happy to have any suggestions that you might have as to how we can help at the Federal level.

Mr. **Burks**. Thank you.

Mr. **Anderson**. We're going to be having him working back in Washington on September 20.

Well, thank you very much for your presentation.

[Mr. Burks' prepared statement follows:]

Statement of David Burks, Santa Rosa Chamber of Commerce

Representative Anderson, ladies and gentlemen. My name is David Burks. Today I appear before you representing the Santa Rosa Chamber of Commerce. I chair the Chamber's Transportation Committee. I am pleased to be able to address the vital issues of improvements to the Highway 101 Corridor which now and especially in the future, faces serious congestion that in many areas is fast approaching "gridlock." We in the business community in Sonoma County are attempting to bring the public and private sectors together to seek long range solutions to the lack of funding for critically needed improvements along the Highway 101 Corridor as described in Phase I of the Highway 101 Corridor study.[1] A crucial part of the study's recommendation is the completion of certain arterial roads along the corridor which could provide an alternative route for the intra-county commuter. In particular, we strongly urge your support for necessary funding and appropriation to complete Stony Point Road in Sonoma County.

I would like to briefly address a few of the problems facing Sonoma County and the significance of those problems to the business community, and essentially, the general public.

The "Twenty Year Travel Projections and Demand Analysis," in the Highway 101 Corridor Study indicates that in the next few years increasingly larger percentages of local commuters will be on Highway 101 to travel a short distance to work. In Marin County, 89% of all intra-county commuters will be on Highway 101. In Sonoma County we face slightly better with 44% of the total daily commuters on 101, and 36% of all intra-county commuters using some portion of 101. However, our neighbors to the south have a basically flat growth rate.

SONOMA COUNTY, LED BY SANTA ROSA IS GROWING STEADILY AND IS RAPIDLY EMERGING AS THE FINANCIAL CENTER OF THE NORTH COAST. THIS MEANS WE ARE CONSTANTLY ADDING INTRA-COUNTY COMMUTERS TO AN ALREADY OVER BURDENED HIGHWAY FOR THE LACK OF ACCEPTABLE ALTERNATIVE ROUTES. AS WE GROW, WE FACE TWO ADDITIONAL POTENTIAL PROBLEMS. ONE IS A CONGESTED "REVERSE COMMUTE." THIS COULD COME ABOUT AS WE ADD JOBS TO OUR MARKET MAKING IT MORE ATTRACTIVE TO COMMUTE NORTH. THE SECOND, IS THAT WITH THE CREATION OF ADDITIONAL JOBS, AND LOWER HOUSING COSTS THAN EXIST IN MARIN AND SAN FRANCISCO, SONOMA COUNTY WILL BE AN INCREASINGLY MORE DESIRABLE PLACE TO LIVE. YET WITHOUT ARTERIAL ROAD IMPROVEMENTS THESE NEW RESIDENTS WILL JOIN THE INTRA-COUNTY COMMUTE ON 101. TWO SEGMENTS OF THE 101 CORRIDOR ARE ALREADY APPROACHING A LEVEL OF UTILIZATION COMMENSURATE WITH MANY VERY LARGE URBAN CENTERS. WE CAN NOT HANDLE MUCH MORE. ADDITIONALLY, AS THE POPULATION OF THE NORTH COAST HAS GROWN, THE CONGESTION ALONG THE 101 CORRIDOR HAS STEADILY MIGRATED NORTH. OUR LOCAL, SHORT DISTANCE COMMUTERS DAILY JOIN UPWARDS OF TWENTY THOUSAND OUT COMMUTERS AND WITHOUT THE RELIEF OF ARTERIAL ROADWAYS THE SITUATION IS BLEAK.

THERE ARE SERIOUS ECONOMIC CONSEQUENCES TO THIS SITUATION FOR THE BUSINESS COMMUNITY, AND SUBSEQUENTLY THE POPULATION IN GENERAL. HIGHWAY 101 IS CRITICAL TO THE ENTIRE NORTH COAST OF CALIFORNIA FOR THE MOVEMENT OF GOODS AND SERVICES. DELAYS IN TRANSPORTATION MEAN TIME AND MONEY WASTED. SANTA ROSA IS GROWING INTO ITS OWN AS AN IMPORTANT FINANCIAL CENTER, THE HEART OF NORTH COAST COMMERCE, YET ITS MAIN ARTERY IS FAST BECOMING SO CONGESTED THAT ITS VITALITY MAY BE THREATENED. WITH MANY NORTHERN COUNTIES EXPERIENCING SERIOUS ECONOMIC HARDSHIP IN TROUBLED INDUSTRIES SUCH AS TIMBER AND FISHING, THE ECONOMIC DIVERSITY THAT HAS MADE SONOMA COUNTY STRONG IS GETTING ever more difficult to transport, North or South. We need to lessen the burden on 101 by getting a significant portion of commuters off of it through a variety of means. The most doable and immediate is the completion of Stony Point Road.

Finally, we seek the assistance of the Federal Government as we seek other alternatives to problems along the entire corridor. Our State transportation budget is vastly overburdened through its five year cycle and funds will be spent for certain improvements in Sonoma County. Our local and state governments are constitutionally restricted in their efforts to raise revenue and many of the creative financing mechanisms have some drawbacks. Tax increment financing negatively impacts federal revenue, and the federal deficit and local development fees severely impact the building industry and subsequently the first time home buyer, to name just two. The Santa Rosa Chamber is committed to explore and facilitate regional dialogue to seek combinations of alternatives to bring the brunt of the public and private sectors together.

We need your help today to reduce the volume on 101. The Stony Point Road project will also be part of the long range solution to the corridor problem as its completion will be part of the big picture of arterial roads in Sonoma and Marin Counties which will lessen the burden on 101.

We in the Chamber wish to join with the public sector to address this critical issue.

FORUM 101

We will do all we can, please join with us in meeting this challenge.

[1] "Highway 101 Corridor Plan and Program" Phase I, Existing Conditions and Problems, by Parsons Brinckerhoff Quade & Douglas, Inc. Jefferson Assoc., Inc. 1983

Mr. **Anderson**. Our next witnesses are John Balshaw, Petaluma City Council; David Eck, Rohnert Park city councilman; Lillian Berg; Mike Wilson, Cloverdale councilwoman and city manager; and Richard Johnson, mayor of Sebastopol.

Mr. Balshaw, your name is first. I don't know if that makes you chairman, but if you want to go first you can.

Mr. **Balshaw**. I think that's why this makes me first.

TESTIMONY OF JOHN BALSHAW, PETALUMA CITY COUNCILMAN

Mr. **Balshaw**. Mr. Chairman, Mr. Congressman, I'd like to maybe present a different view than you had. We all want more money. We're not going to give it back. But I think you hear this all over the country. And I'm going to give you a little background because I'm going to present it a little differently.

I am Petaluma City councilman. I've been a member of the 101 corridor committee, the current one, and the preceding committee in 1978. I'm retired from the Federal Highway Administration. I spent 23 years in the field of transportation planning. Retired as Director of Office of Transportation Planning.

And in the 101 corridor committee right now what we're struggling with, and I think we've finally accepted, is that we have to tie in land use with transportation. This narrow focus of this is the transportation problem, and that's Federal-State, this is a lane use problem, and that's none of your business, I don't think we can continue that way. And I think the corridor group is finally recognizing that.

In the past pretty much—I find it difficult—I'm a professional planner and a local politician who has a constituency, so sometimes it's helpful, sometimes it's awful. We want to just go ahead and do what the heck we want to do, and then when we can't get there anymore we come asking for more Federal money. And I think we're seeing that pot is drying up. It's time to become more reasonable about it.

The city of Petaluma is, as Mr. Bosco knows, is foremost in its growth control activities back in the early 1970's. Now, I'm speaking, I think, from this philosophy that we try in our community to manage our resources so that the impact of land use, whether it's housing or industrial, or for anything, is taking into account in the transportation system, in the service systems, and if we can't provide that necessary infrastructure, then we don't do the development.

And what we're having in the 101 corridor in the past has been a sort of uncontrolled development. Everyone is doing their own thing. And I think everyone still wants to keep doing their own thing, but we're realizing it's coming out every time we have a hearing, a meeting, that we can't do it.

The previous speakers talked about what we're trying to do in Santa Rosa, Santa Rosa area. According to just projections of our local regional transportation planning agency—well, their sister AVAC—we're going to have 108,000 more employed people in Sonoma County in 20 years. We are going to have 72,000 more jobs.

Now, anybody doesn't need a calculator to say that 36,000 people we're going to send them out of the county to work.

Now, are we part of the problem? I think maybe we are. I would like to suggest that maybe there's enough money around in the Federal Establishment, but it's really severely skewed.

With the emphasis on the Interstate System which you've heard from earlier speakers, it almost determines which projects get top priority. We're going to get—we're going to match those Federal dollars. When we can bring 90 percent money into a State, you only have to match it with 10 percent State. We can maximize the amount of economic activity by focusing on the interstate.

This has created a certain skew. We distribute—the Federal-aid-primary, secondary, and urban money based on formulas. But other than the urban portion, it really is kind of in the State's bailiwick. And to control it you don't distribute the primary by how many miles there are on 101. It's in the total number, but it doesn't get earmarked.

And I think what Mr. Eells was bringing up is that even though there's a primary pot, there are many actors after that pot, and it's not that you do necessarily get your fair share eventually. Hopefully we would. But in this State, and several other Western States, there's very strong population centers which work against that.

What I would like to suggest that the committee consider, and I surely can't provide you with solutions—some of it has been going on since 1954, or earlier—is that you require—recommend that the local entities become participants, and become more responsible in the types of things that are required, or end up in requiring the Federal Government to come in and bail us out from those things that we caused to happen.

When we knowingly plan for 36,000 commuters, and then say we want more Federal highway or urban matched transportation, I'm not sure that that's fair.

Now, I wouldn't want Sonoma County to be judged by any higher standard that you're going to require of the rest of the country, so if it's just going in and grab, we need it, OK. We do need it. But I think that if we can show a restraint in rationality in using—developing our communities, our interrelationships of our jobs and housing in an area, special consideration should be given.

The Federal Government has been funding the Metropolitan Transportation Organization since 1963. We have never insisted that they technically certify that any project is really a part of a comprehensive land use process. There's a funny certification of the whole process, and nobody can become guilty of saying, "Well, that one there really wasn't a good one. We just certify the whole area."

I think if it be required that the federally supported planning body really do their job and say, "hey, this particular area is trying its best to minimize the impact on the transportation system by what they do with jobs, with housing, by their attitude and willingness to do certain things with transit—in this area here all they want to do is to build, and expect somebody else to bail them out," I think there should be some consideration given to those of us in those areas who are willing to try to make the system work. I'll say we will be rewarded.

And those of us that are just trying to maximize the increase in land value will maybe have to pay for the improvements we need.

I'll give you an example. In our community the land we don't annex is worth about $4,000 an acre. Well, land that we annex goes up between $50,000 and $55,000 an acre. Somehow or other the landowner thinks that's his due, and nothing is due to the community. Just hold the matter as sacred right.

The particular project you heard about earlier, the Stony Point corridor, what that's going to do is create another development corridor. I think it would be wonderful if the—an assessment district would be provided out there so that when those land values tremendously increase they could fund their own land improvements instead of asking the Federal Government to come in and provide what might be a land use enhancement or enrichment plan.

Mr. Chairman, you asked a question of CalTrans representative about the cost of widening the Stony Point versus 101. You are looking at the same project limits. Your response was sort of a general—was a general response.

In coming up there today, as your aid pointed it out to you, from Petaluma to—close to where you get off the freeway there was significant land in the median. There was no need to buy additional high priced access. There was no need to build a new freeway if the land is there in the median to use.

And I'll speak to Petaluma now. We look at the 101 corridor as an urban project first all the way from the Golden Gate Bridge to Santa Rosa. And secondary is a—just an access route, because there's plenty of access to the midday traveler. There's essentially plenty of access on the freeway portion of it for the recreational travel. When you get further up north there are some severe problems for the recreational, as well as the access.

I would say that our community would like to see the emphasis focused on the existing 101 project, fully recognizing that a demonstration project guarantees that we get the money. Strictly enhancing the State's coffers by a total of 15 million doesn't mean that we'll get a penny of it.

Thank you, sir.

Mr. **Anderson**. Mr. Eck, I believe you're next.

Mr. **Eck**. Thank you.

TESTIMONY OF HON. DAVID ECK, VICE MAYOR, CITY OF ROHNERT PARK, CA

Mr. **Eck**. I have a prepared statement that is typed.

Mr. **Anderson**. Your prepared statement will be made part of the record.

Mr. **Eck**. First of all, I'd like to thank you and Congressman Bosco for taking the time to come. I maybe have to give you a little personal thanks for your part in founding Sonoma State University. It's a real asset to Rohnert Park, and I also happen to work there. I'm a professor in chemistry out there, and you might be interested in knowing, if you didn't get a chance to stop, it's become a very beautiful campus. Those flatlands are nice lakes and trees, plus it's become a very excellent academic institution.

Just to very briefly summarize what Rohnert Park's position is. I think we strongly concur with most of what's been said here in terms of need. Highway No. 101 has become a very congested highway, not only during rush hour, but in both directions. At other times of the day you find certain bottlenecks that are very slow traffic. I think Helen Rudee gave some good data on that.

Rohnert Park is intimately linked to the freeway. The freeway cuts us right about in the middle. We are a master planned city conceived with an ultimate population of about 40,000. A good share of our people commute either to the north or to the south.

We also have a growing industrial and commercial base. For example, we have Hewlett-Packard now which has a projection of 8,000 employees, which is growing very rapidly. There is a 2,000 employee telephone companie. State Farm Insurance has a large plant there. Recently the New York Times-Press Democrat began building a printing outfit there. And plus Sonoma State, of course. It means that we're also beginning to become a focal point for a lot of people commuting in.

So our citizens, and the citizens of the county, are very concerned about what's happening to 101.

Now, I've heard a lot of things in terms of what can be done. I've also participated on the 101 corridor study, and I am aware of the long-range plans. I think the concern here is the Bosco bypass, as you call it, and we would like to say that we strongly support it. And we list in our document nine reasons that we think are important. I won't go over them other than very briefly. We just consider it to be a good alternative.

One reason that has not been mentioned by other speakers that I will mention is that it's an excellent compliment to the Petaluma Hill Road, which is the next road over. It's the north-south arterial that is being developed by the county, and is becoming an alternative route for at least people going to Hewlett-Packard and to the campus. I think widening Stony Point Road would certainly compliment that roadway.

There is one that I thought of after I'd written my statement and that I should mention. If you've ever driven Stoney Point Road it seems apparent there is a risk for the health and safety of Sonoma County residents. There are places on that road where it is absolutely disastrous. There are steep pits, a very narrow roadway, and lots of potholes. I certainly think we need to improve it.

In closing, I would simply like to say we would appreciate anything you can do to help solve the problem on 101. We would certainly support the short-term proposal that's been made by Congressman Bosco to put in the widening on Stony Point Road.

We would like to thank you for your time.

Mr. **Anderson**. Thank you, Mr. Eck. Our next witness is Lynn Berg.

TESTIMONY OF LILLIAN BERG, CLOVERDALE COUNCILWOMAN, ACCOMPANIED BY MIKE WILSON, CITY MANAGER, CLOVERDALE

Ms. **Berg**. Thank you, Mr. Chairman. I don't know whether I got the speaker on. Can you hear me?

I'm Lillian Berg from the Cloverdale area. I'm councilwoman, and I am also connected as a representative to the transportation—metropolitan transportation commission.

And I'm very familiar with the problems on 101, and, of course, Cloverdale is getting to be known for the fact that if you take a trip over the holidays and you want to get caught in a bottleneck, we got it; 101 is it.

I want to introduce our city manager, Mike Wilson, and he has some notations he'd like to share with you.

Mr. **Anderson**. Mr. Wilson?

Mr. **Wilson**. Thank you, Mr. Chairman.

I apologize for not having a prepared statement for you. However, we just recently received notes from Congressman Bosco's office of this meeting. Earlier he referred to 101 periodically turning into a cowpath. That's Cloverdale. Most people are not familiar that there is a Cloverdale in Sonoma County, but there certainly is, near the Mendocino border. The freeway abruptly stops and becomes our Cloverdale Boulevard, and we're known as the first stoplight north of the Golden Gate Bridge.

It's been studied to death the need for a bypass. We've been identified as a service level F. EIR statistics will show you that you're about 40 percent higher in the accident rate to a comparable State statistic for similar facilities. ADT's will range anywhere from 20 to 30,000 on a daily count. Truck traffic on ADT can be as high as 1,500. And it's very difficult; 101 just bifurcates the community. It runs our entire length. We have a high senior population who tries to get across the highway. We have to put up crossing guards for the children in the schools. It's very difficult to live with it.

I indicate that it has been studied because in 1959 the State first identified the need for a bypass. This is 26 years ago. I can't tell you all the reasons why it's taken 26 years to date, but we do have half of one overpass, and we do have about 500 feet of road that only I think will be part of the highway, but not with bridges, and one hill to another. You have to kind of go through the cemetery to find it.

All we can say is when you are reviewing bypasses we appreciate the need for the Bosco or Stony Point Bypass, but we also wish to state that in the—take a look, or reexamine the need for the Cloverdale bypass.

Maybe as a site—I was sort of amused when people were discussing what is the difference between definition between interstate and the highway. I've never seen any interstates that run right through the middle of the town and stop at the stoplight, and you get a hammer at the same time. And possibly that could be the definition of interstate.

Conceivably before you change our designation we can get a bypass in. Thank you.

Mr. **Anderson**. Thank you, Mr. Wilson.

Ms. Berg, did you——

Ms. **Berg**. I just wanted to thank John Balshaw, Petaluma, for mentioning the fact that you can travel off 101 and still get stuck. He must have been through our town.

But may I mention one thing before we meet. We don't want to hold you up.

We're aware we have an unusual location where we are. We're right in a fork; 128 goes to the coast just north of us. We go through to Lehigh and Willits north, and we also go to Lake

County, the—bridge, and in the high point of the travel season, in the summer months, those are the points where they come up with their boats for Lake County, or the coast, and the hunters come up too, and we really are hurting in Cloverdale. Plus the fact we have a bridge that isn't going to be lasting very long. It's known nationwide as a hazard.

And yet we have a partially finished overpass on First Street for southbound traffic on the freeway. We have an overpass in Oak Valley that has already been cut which will meet to the new road that will go west of the river because they had to relocate west to the river. That's already in.

And now we've been told they're going to be waiting until 1989. So if you can help us we'd really appreciate it, and I'm sure some of the travelers in the empire would appreciate it too.

Thank you.

Mr. **Anderson**. Mr. Johnson, the mayor of Sebastopol.

TESTIMONY OF HON. RICHARD JOHNSON, MAYOR, SEBASTOPOL

Mr. **Johnson**. Thank you, Mr. Chairman, Congressman Bosco, it's indeed Sebastopol's pleasure to have the opportunity this morning only traveling 6½ miles to get here and talk to a congressional committee. For that we are grateful.

We especially share the sentiments expressed by the Chair and Congressman Bosco in that we firmly believe that providing a basic infrastructure service to our people is probably the essence of good government, be it local, State, or Federal levels.

So with that in mind I will keep my comments very brief and very poignant.

We are here in support of H.R. 3129, better known by the Chair as the Bosco Bypass.

I think the reasons necessitating H.R. 3129 have been made clear; have been made abundantly clear, and calls the attention to testimony earlier of Chairman Rudee, Sonoma County Supervisors, Don Head, city of Santa Rosa, the Chamber of Commerce of Santa Rosa, and indeed Mr. Eck's comments that we've just heard from the city of Rohnert Park, and the metropolitan transportation commission.

The record, we suggest, is complete.regarding the facts and projections of continued adverse conditions along Highway No. 101. We urge today simply that you pay the utmost attention to those facts and projections, done obviously by professional people in the know.

I'd like just for a second to acquaint you with the city of Sebastopol, the umbrella to the small rural community of some 6,000 people, and we are located approximately 7 miles due west of this location, and about 5 miles from the proposed demonstration project.

I can tell you that it is a fact that about 14 percent of our immediate population traverses out of Sebastopol either in a westerly direction, and then ultimately in a southerly direction, in order to find employment. I happen to be one of those.

In short, about 14 percent of us use the Highway No. 101 corridor, as you've heard earlier, for intracounty transit corridor.

Frankly, it is the city of Sebastopol's position that alternatives do exist, and the demonstration project is a very viable, low cost option to provide immediate short-term relief to the congestion that now besets Highway No. 101.

I can tell you from personal experience over the last 12 years what's happened to Stony Point Road. When I first started my commute, which is indeed out of the county, but nonetheless from the city of Rohnert Park down to the city of Petaluma on 101, at that time 12 years ago people were, in fact, using Stony Point Road, but I think very technically.

Subsequently, in the ensuing 10 or 11 years the deterioration of Stony Point Road has resulted in people such as myself once again using Highway 101 for intracounty transit of the corridor, which is only further aggravating the problem.

I think it's logical to conclude that if a parallel system such as the proposed bypass—I mean, the proposed project—were implemented, then a significant portion of people now using Highway 101 would divert themselves voluntarily to the Stony Point Road project, and thereby in the immediate sense alleviating a significant congestion issue on Highway 101.

And for that reason alone we strongly urge the support of H.R. 3129. In the final analysis we believe that this illustration project is a project whose time has come. It is a project whose timing on the one hand is very, very good in the sense that it is Government acting ahead of itself instead of always trying to catch up. And I think the time has come that we at the local level, as well as the state level—at federal level begin to govern ourselves in that vein, and we truly believe that this project, the H.R. 3129 project, is indeed in the best interest of all citizens in Sonoma County.

Thank you, Mr. Chairman.

Mr. **Anderson**. Thank you, Mr. Mayor.

STATEMENT OF MR. BALSHAW—RESUMED

Mr. **Anderson**. I don't have any questions, except maybe to ask Mr. Balshaw; is Bill Sobranes still around?

Mr. **Balshaw**. Yes, he's still alive and well.

Mr. **Anderson**. Tell him "Hello"—but don't let him tell you that he beat me.

Mr. **Balshaw**. Beat you in what?

Mr. **Anderson**. In wrist wrestling.

Mr. **Balshaw**. OK.

Mr. **Anderson**. This was back before you were born.

Mr. **Balshaw**. Thank you.

Mr. **Anderson**. Used to be one of the big events here.

Mr. **Bosco**. I have a couple questions, but first a personal comment to my goods friends. Richard Johnson and Dave Eck mentioned the Bosco bypass, and I'm honored by that, Mr. Chairman, but we do have a policy on the Public Works Committee now that we only name projects after members who are deceased. And as a greater statesman than I once said, the rumors of my death are premature.

Nevertherless, Mr. Balshaw, your remarks, I think, bear a lot of thinking, and certainly have merit. I guess all of us wonder is it our role to bring roads to where people end up, or is it our role to use roads as a way of manipulating growth patterns. I think the subject of land use is the toughest that any Government official could ever get into. One of the reasons I prefer the Federal level so far is that we're not on that front line of land use decision.

One thought that you presented I think is something that we could bear a lot of thinking in the near future, and that is when a Federal project I suppose of any type of road, a harbor, an airport, when a Federal project does directly benefit property, and property values such as this Stony Point Road will, if it's built, perhaps we could consider setting up an assessment district whereby the Government could recover at least part of the value of that improvement. It seems to me that that would make sense. It would be fair.

I suppose you'd have a problem in advance assessing as to how—what value any project will accrue to the property nearby, but such things could probably be overcome.

Mr. **Balshaw**. I would hate to be in your position of suggesting it. I mean, it is sort of a sacred right to make all the money you can from other people's projects. But we probably could have paid for most of the Interstate System if we bought excess right-of-way at all the interchanges around the country.

There would be ways of doing it. It could be an agreement when you purchase right-of-way with the landowner that a way of splitting any sales price in the next 10 years over and above an existing assessed valuation, and include that as part of the court record.

I think assessment is not going to happen. Like I say, it's a little idealistic.

But we can't—we're never going to build roads to get people to live and work where we want them to live. You're not going to be able to justify putting a road where there's no demand.

Conversely, in the past we have unfortunately—we have created the demand, and then insisted on the road. It would not correct either. This is middle ground, and that middle ground has fallen. Transportation may need planning, and we could do it. California law would allow us to do it with our general plan, and in the Federal Establishment, and in the urban areas of the planning could be done. It used to be done that way back in the mid-1960's.

Mr. **Bosco**. Well, I don't mean to be argumentative, but I think you have an idea that's an awfully good one. I wouldn't give up on it that quickly because, after all, the redevelopment project wherein we redeveloped a good many of the slums in this country, as I recall, we would require that all taxes—that incremental increases in taxes that happened because the redevelopment had to be plowed back into those projects.

And I think a similar type of thing along an assessment line is certainly worthy of our consideration. And it's something that I think we could very well go into at more length, and I'd be real happy to hear your thoughts in greater detail on that.

Mr. **Balshaw**. Thank you.

Mr. **Bosco**. Thank you, Mr. Chairman.

Mr. **Anderson**. Thank you very much for your testimony.

[Mr. Eck's prepared statement follows:]

CITY OF ROHNERT PARK
6750 Commerce Boulevard
Rohnert Park, Sonoma County, California 94927
Telephone 795-2411

August 7, 1985

Honorable Glen Anderson, Chairman
Members of the House of Representatives
Surface Transportation Subcommittee

RE: U.S. 101 Highway Corridor

Dear Chairman Anderson and Members of the Committee:

On behalf of the City of Rohnert Park, I thank you for this opportunity to appear to comment on what is becoming a serious concern of all public officials and citizens of this area, that is the growing traffic in the U.S. 101 corridor without any relief in sight.

Our City also expresses thanks and appreciation to you for taking the time in your busy schedule to visit our area and to discuss our concerns. We hope that the Federal Government can provide some needed assistance. Our special thanks are extended to Congressman Doug Bosco for his interest in the problem.

Rohnert Park is situated on U.S. 101 midway between Petaluma seven miles to the south and Santa Rosa seven miles to the north. It is a master planned community with a present population of 29,000 and projected to grow to 40,000 in the near future. We have several large companies who are major employers and whose expansion will depend on a good transportation system being available. Included are Hewlett Packard, State Farm Insurance, Sonoma State University, Pacific Bell and others. All access to our community is in one way or the other affected by U.S. 101. A large percentage of our population uses 101 to commute either south to jobs in the San Francisco Bay Area, and Marin County or north to Santa Rosa or points further north. The dramatic increase in the number of vehicles using U.S. 101 freeway has contributed to serious commuting problems and has caused a deterioration in the quality of life in our area. Seemingly, the freeway is becoming more crowded every day at an accelerating rate. As public officials, we need to concentrate our efforts in doing whatever is possible to relieve the U.S. 101 congestion within a reasonable time span or at least provide alternates that will mitigate the effects of the increasing traffic being experienced in the area.

We recognize that the standard solution would be to widen the freeway, that is provide more lanes, and improve some of the freeway interchanges that now cause bottlenecks. However, our discussions with representatives of CalTrans indicates that relief will not occur in the near future because of the State's policy of using the bulk of its freeway improvement funds to match federal monies on interstate projects elsewhere in the state.

It would take many years to plan and construct any freeway widening. It would involve high cost that would be beyond this areas ability to cope with. Most communities would support the widening of the freeway unless other acceptable alternatives are found to handle the traffic.

One suggestion that has been made in the County General Plan and the Highway 101 Corridor Study to respond to the expected increased traffic on U.S. 101 is to improve Petaluma Hill Road and Stony Point Road to a condition where they would provide good alternative routes for north/south traffic. These roads could be used by persons that otherwise would use the freeway. We understand that Congressman Doug Bosco is seeking some financial assistance from the Federal Government to provide a demonstration project to develop Stony Point Road as a alternate route to the U.S. 101 Freeway between Santa Rosa and Petaluma. We think that is an excellent idea and we whole heartedly support it.

It is a rare situation and opportunity to have a parallel road within reasonable distances from the freeway with a route similar to the freeway, in this case, directly north and south.

Some of the advantages of proceeding with the improvement of Stony Point are:

1. It provides a good alternate route from Santa Rosa to Petaluma.
2. It provides another route that can be used in an emergency during the many times that the U.S. 101 Freeway is clogged.
3. It can be constructed rather rapidly according to Sonoma County officials since most of the right-of-way has already been acquired.
4. The project should be reasonable in terms of cost compared to other solutions and should provide high benefit in relation to cost.
5. It will improve traffic circulation in the main corridor of our County and allow economic develoment to continue with traffic levels not becoming completely unbearable, as they will unless something is done.
6. It would reduce vehicle emissions along the immediate U.S. 101 corridor thus reducing the potential for air pollution in the areas immediately adjacent to U.S. 101 Freeway.
7. It would compliment the development of Petaluma Hill Road on the east side of Highway 101 which now carries a considerable amount of traffic between Penngrove and Santa Rosa, and which was made possible by past improvements over a period of years to that road by the County.

8. It would allow improved access and traffic circulation in the area on the west side of 101, a large portion of which is rapidly developing in the Santa Rosa area.

9. It would allow for several east/west connections that could be planned between Stony Point Road and Petaluma Hill Road in order to provide good arterials for east/west traffic circulation.

In short, the improvement of Stony Point Road will bring many benefits to our areas motorists. It will also give us some time to continue to develop economically until such time as a program is worked out for the needed improvement to U.S. 101 Freeway or for alternatives to its improvement such as rapid transit, and diamond lanes. Widening of Stony Point Road and the other alternatives that have been mentioned are extremely important to our many citizens who must use the crowded corridor for commute purposes.

Again, we sincerely appreciate the opportunity to make these brief remarks. Our purpose is to impress upon you the importance that something should be done in this corridor. It should be done quickly. Any and all assistance we get from your subcommittee and the federal government will be most certainly appreciated. Thank you for your time and for your interest.

Very truly yours,

CITY OF ROHNERT PARK

David Eck

David Eck
Vice Mayor

PMC:DE:ma

Mr. **Anderson**. Our last panel consists of Harry Brown, councilman, city of Willits; Fred Moore, mayor, city of Eureka; Allen Wrenn, CalTrans district 1 director; and Jim Shipley, representing Congresswoman Barbara Boxer.

That will be our final panel.

Mr. **Brown**. Mr. Chairman, I'm Harry Brown, but Allen Wrenn will coordinate this presentation.

TESTIMONY OF ALLEN WRENN, CALTRANS DISTRICT 1 DIRECTOR

Mr. **Wrenn**. Mr. Chairman, ladies and gentlemen, I'm Allen Wrenn, the director for our district headquartered in Eureka, district No. 1.

Most of the testimony so far today has been talking about the southern portion of Highway 101. My district includes all of Humboldt County, Mendocino County here in the south, and Del Norte County up in the north, and includes about 283 miles of Highway 101 known as the Redwood Highway.

And that's displayed up here on the wall on the chart that I just posted there.

In the 283 miles we have about 145 miles which have been improved to four lanes, either expressway or freeway. There are 36 miles—by the way, the black lines on there—it's a little bit hard to differentiate the colors in there—the black lines in there are the portions that have been improved to four lanes. We have 36 miles of gaps in the four lanes which are programmed for improvement in the next 5 years at a cost of $213 million. We have other gaps of about 103 miles which are not programmed, and those are estimated at a cost of $613 million. The gaps are the sections of the highway there that are colored in blue.

There's going to be additional work required to bring some of the sections up to standard. Some of the expressway sections now need to be upgraded to freeway sections. That is going to bring the gap plus the improvement work up to a total cost of about $800 million.

These gaps cover a wide variety of terrain and conditions. The improvements are going to range in cost from about $2 million a mile to about $20 million a mile. There is a wide variety of conditions.

These gaps include rural areas with very minimal adjacent improvements. They include smaller communities where they have strip improvements along them. It includes the city of Willits where 101 goes through the central business district on two lanes with a very congested condition much of the time.

It includes the city of Eureka where we have a two-way couplet used to carry traffic through the central business district, where men, women, children of all ages have to cope with motor homes, trailers, logging trucks, you name it. Just a wide variety of vehicles going through town.

Richardson Grove State Park winds through the redwoods. It reminds me of a paved version of the painting on the wall there. Very curvilinear alignments. A speed limit of 40 miles an hour through that area. In this area traffic has to cope with tourists who are driving along admiring the redwood trees and the scenery around there. It has to cope with pedestrians walking across the highway, and has to cope with motorists stopping at some commercial developments alongside the highway in the area, people walking back and forth across the highway where they have parked to use those commercial establishments.

In addition to the capacity constraints, these gaps include many miles of very substandard alignment. This substandard alignment has precluded us from allowing the larger trucks to use 101 through all of this area, the large size trucks that the truckers were promised that they could use when the gas taxes increased.

This all adds up to many hours and many dollars of delay to the motorist. It also contributes to a large number of accidents occurring which will only get worse as traffic conditions increase. And some of the lengths of these gaps I'm speaking of have accident rates that are twice the statewide rate for that type of roadway.

Now, the highway I've been talking about is what we consider the economic lifeline of the north coast. It carries goods needed by the citizens. It carries in the goods needed by the citizens of the area and it carries out the timber products from the area. Mixed with this there are large numbers of recreational vehicles, motor homes, trailers, you name it.

I strongly recommend that something be done to provide additional funds to improve this economic lifeline. With the current funding levels it's going to be well over 20 years before we can look to carry out the plans that we have.

I appreciate the opportunity to give you this input.

Mr. **Anderson**. Thank you, Mr. Wrenn.

Mr. Brown.

TESTIMONY OF HARRY BROWN, COUNCILMAN, CITY OF WILLITS

Mr. **Brown**. Mr. Chairman, Congressman Bosco, I'm Harry Brown and I'm former mayor of Willits and current city councilman. I am also the chairman of Mendocino County Council of Governments, Stip Committee.

Willits, a timber-based community about 75 miles north from here. Highway 101 runs right through the very center of town.

Like Cloverdale, we are known as the second traffic light north of the Golden Gate Bridge. I often use that to explain to someone where I live.

Because we are the southernmost tip of the northwest California timber industry many—literally hundreds of trucks pass through our community every day. We have logged 24,000 vehicles per day going through the main street of our town. This creates a terrific traffic problem, and the noise level of the trucks gearing down, and gearing up as they go out of town is almost unbearable.

One special problem that we have is that on the south—as you come into our town in the south the traffic is travelling at 55 miles an hour. We can't drop that limit. CalTrans says we must drop the limit to only 45 miles an hour for the first mile, otherwise we would have a speed trap. The south end of town is a residential district. There's children playing near the highway, and it has resulted in deaths in our community. We find that once every 3 years a resident of our community is killed within the proposed bypass area.

It struck me very close because the last victim was a 13-year-old daughter of a very good friend of mine.

Another problem we have is that we have no other north-south arteries. We have a volunteer fire department, and the firehouse is on the north side of town. So if there's a fire they can't get—if they're coming from the south side of town they can't get through town to get to the fire trucks. They have to go out what's called Rental Highway and takes them 15 minutes to get to the fire station.

Our schools are on both the east and the west side of the highway, so it makes it very difficult for kids to get to and from school. I, personally, live on the west side of town. I don't allow my children to cross that highway. The parks, the library, are all on the east side of town. They don't go to the library all summer unless I drive them. I just don't take any chances with their lives.

CalTrans has been considering a highway bypass vote since 1959. It's a $35 million bypass, and they have been unable to fund it since then.

So I'd just like to urge you to specifically give you some of the problems we have, and urge you to assist the State of California in funding.

Thank you.

TESTIMONY OF HON. FRED MOORE, MAYOR, CITY OF EUREKA

Mr. MOORE. My name is Fred J. Moore, Jr., mayor, city of Eureka, and past chairman and member of the Humboldt County Association of Governments, our regional transportation planning unit, former county clerk in that county for about 36 years, native.

We appreciate the effort of CalTrans, and we believe you, Mr. Chairman, and Congressman Bosco, have copies of this document prepared by CalTrans, in which we recognize and approve of all of the projects in northern Sonoma County, and southern Mendocino County, which will take it—eliminate the last of the two lane highway now existing in northern Sonoma, and bring it up to four lane standard, and accomplish the Cloverdale to Hopland bypass except for one unit of 7.1 miles.

On the right-hand of the document is the unfunded gap. And on the left-hand are the—that was in the 1985 STIP and its tiers.

So recognizing that the 1985 STIP will soon be accomplished in 5 short years, that leave us 7.1 miles to complete on the Hopland bypass, and the next one up is Willits, and we strongly support both of those.

We point out that from Big Lagoon in the extreme northern part of Humboldt County south, and excluding Eureka—we're not asking for our freeway at this time—the worst part of that which is unfunded at this time is the fourth item from the bottom on the right, 7.9 miles at a guesstimated cost in 1984 dollars of $95 million. Today's cost would be a little over $100 million.

That one contains, in my opinion, and I think CalTrans will back it, one of the worst portions of 101, and the most costly to maintain, the term Carl's slide, and another slide near it, and that viaduct which was eliminated, an extreme windy road off the side which they made a good cut, are all in that portion, and that's at the bottom of the heap.

We don't see any chance of getting that within 20 years, and I think CalTrans would agree with that. That's the last project which would probably be considered for funding going north to Eureka, and from Eureka south. It would definitely be after all the other projects that you mentioned.

So Eureka proposes to your committee that that particular project, one of our most costly to do, and one of the most kinkiest, curly roads immediately south of Red Mountain Creek in Mendocino where you get that narrow, windy, concrete bridge-like thing on the side of the road to hem the trucks in. Extremely narrow two lane in there for a mile or so.

To make a demonstration project of that in the public interest, because look at what it is, it's a component part of the Redwood Highway, which is substandard—not the highway, but this particular unit—which highway is a Federal-aid primary, which highway is an apportionment which the second 2 of the 5 cents recently enacted by Congress which we support, is to be used, and there's no hope of getting those funds on that element for some time unless it becomes a demonstration project.

To get rid of the Richardson's Grove Road, which is just above it, which is the only part in southern Humboldt not yet four lanes, we're going to propose that that be funded by the State park system to give the donors from the State parks out of the bond money, with legislative authorization.

So it can be accomplished within a short period of time. So when you consider all of the problems and conclusion, we would urge you to consider making a demonstration project of this portion of 101 entitled Red Mountain Creek to Leggett.

Thank you very much for your time and consideration.

Mr. ANDERSON. Thank you, Mr. Moore.

Mr. Shipley.

TESTIMONY OF JIM SHIPLEY, ON BEHALF OF CONGRESSWOMAN BARBARA BOXER

Mr. SHIPLEY. My name is Jim Shipley. I'm on the staff of Congresswoman Barbara Boxer. She regrets that she can't be here today to testify in person. Since she's out of the State she's asked me to read her statement for her.

Mr. Chairman, thank you for this opportunity to address you today on the important issues related to traffic problems along the Highway 101 corridor.

I thank you for your personal interest in the Highway 101 corridor, and for taking the time to bring the subcommittee to Santa Rosa to hold this hearing.

Further, I would like to thank Congressman Bosco for his role in bringing the hearing about, and focusing attention on these needed projects.

Having served as a supervisor in Marin County for 6 years prior to coming to Congress, I can tell you personally that transportation and the traffic problems surrounding Highway 101 are among the most pressing planning issues currently facing both Marin and Sonoma Counties.

The issue fortunately is being addressed by Highway 101 corridor action committee, with representation from 26 entities, including city and county governments, bridge and transportation districts, and the highway patrol. The committee represents an impressive cooperative effort to investigate and recommend solutions to the problems.

A number of preliminary recommendations have been made by this committee. I want to reinforce several of them with my support today, and indicate to you the critical importance of Federal assistance in seeing that these ideas become reality.

The first recommendation I would like to address is the Stony Point Road improvement project. This project has been endorsed in individual resolutions within my district by the cities of Petaluma and Cotati, as well as the County of Sonoma.

The rehabilitation of Stony Point Road is a reasonable and cost-effective means of relieving the overcrowded conditions that exist on the 101 corridor between Petaluma and Santa Rosa. Congestion along this stip of Highway 101 exists even during the off peak hours due to the high level of local traffic within the cities. An improved Stony Point Road would provide an alternative route.

As the road exists now, it clearly is not in a condition to handle significant amounts of traffic. A recent editorial in the Santa Rosa Press Democrat refers to a 1981 pothole fault in which Stony Point Road won the honor of being the worst stretch of road in the county.

Therefore, Mr. Chairman, I urge your continued support of Stony Point Road improvements as a viable means of reducing the congestion on Highway 101 between the cities of Petaluma and Santa Rosa.

While the Stony Point Road is an immediate means of relief, the congestion along Highway 101 between Santa Rosa and Petaluma, select solutions must also be identified to alleviate congestion along other portions of the corridor.

The Highway 101 action committee is looking at a number of options, including the use of Northwestern Pacific right-of-way for high speed public transportation. Completion of the high occupancy vehicle lanes on Highway 101 increased and improved bus service between and within Sonoma, Marin, and San Francisco Counties, and expanded trans-bay ferry service.

Although these alternatives have been recommended by the action committee in the phase 1 report, and will be studied in depth under the phase 2 plan, their realization depends on funding from urban and mass transit administration programs.

I, therefore, urge the subcommittee to continue to provide adequate funding for mass transit programs so that worthy projects such as these can be implemented.

Once again, I thank you for your interest in the problems of the Highway 101 corridor, and thank you for the opportunity to speak before your subcommittee.

Mr. Anderson. Mr. Bosco.

Mr. Bosco. Thank you, Mr. Chairman. I don't have any questions; however, I'd like to say to Fred Moore that I think you show a very good and realistic approach to this that part would be through normal funds that come by way of the state, and part would be through demonstration projects. The demonstration projects are always the ones that the press focuses in on, that somehow being the pet projects to Members of Congress. Yet, I found that many of them are really the ones that people who live in the area know in their heart have to be done, and these slides are just incredible, the one you mentioned and the one that I think is further north of it, or might be south.

Mr. **Brown**. South, I think.

Mr. Bosco. Are not just minor slides. They take out that whole road and close it for days, and weeks at a time. And I certainly want to work with you on that.

In terms of Willits, I couldn't agree with you more either. And it's a shame that you have to choose between not being able legally to lower your speed and having people killed, and who are injured in that location. Maybe that's something we can also work on while we're waiting for the Willits bypass.

Mr. Wrenn, we're happy to have you on the job now. We've had very good relations with John Vostrez. I'm sure you'll like district 1 as a place to live and work.

Mr. Chairman, thank you very much for being here. I know that you'll be terminating the hearing soon, but we can't emphasize enough how much we appreciate the personal time that you've taken. Hopefully now when we go back to Washington we'll be able to discuss these problems just a little bit with more familiarity.

I might say too that I'd like to commend my two top staff people, Mitch Stogner and Tim Smith, who are sitting behind us, and who helped very greatly on this hearing.

Thank you.

Mr. **Anderson**. Thank you, Doug, for your inviting us here today, and for all the preparation of this hearing. I too want to thank the last witness. I'm particularly impressed with this map here. Mr. Moore, I believe it's yours. It tells an awful lot very quickly, so we can get a very good grasp of the situation.

Mr. **Moore**. It's prepared by the staff of CalTrans.

As long as we're speaking, I do express personal appreciation to you, Mr. Chairman, and you, Congressman Bosco, for your presence here. The Redwood Empire appreciates it very much.

Mr. **Anderson**. I appreciate that, and since you mentioned the CalTrans, people all over the State appreciate the work of CalTrans. You're the district director here. My own district director in my area, Mr. Heckeroth, we just think he's great. Our big problem is now they're promoting him and taking him to Sacramento. It may be good for the State, but we're going to get a replacement who is going to have to learn all about our problems in Los Angeles County.

But we do get very attached to our district director of CalTrans because they do an awful lot for us.

Anyway, are there further questions?

[No response.]

Mr. **Anderson**. Thank you all very, very much. The meeting is adjourned.

[Whereupon, at 1:30 p.m., the subcommittee adjourned.]

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